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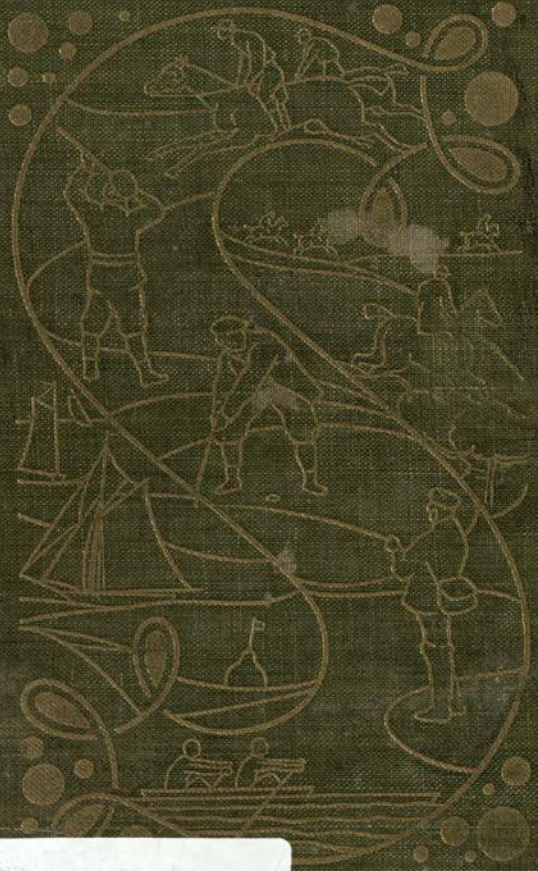

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THE COST OF SPORT

THE

COST OF SPORT

BY THE EARL OF COVENTRY; THE HON. GERALD LASCELLES
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MR H. A. BRYDEN; AND
MANY OTHERS

EDITED BY

F. G. AFLALO

Joint-Editor of the "Encyclopædia of Sport."

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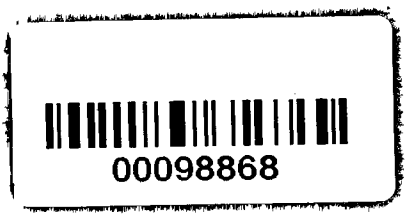

PREFACE

THE subject of sporting finance has nowhere been dealt with in anything approaching a systematic manner, and the extraordinary difficulty which has, in the preparation of this little book, been experienced in obtaining and reconciling trustworthy information at first hand from correspondents of undoubted experience, may go far to explain the cause of this omission in sporting books.

At a time, however, when sport in some form or other is regarded as the birthright of every able-bodied Englishman, and when, too, the question of cost is of so much importance in the selection and pursuit of the sport most adapted to the requirements and means of each individual, it seems desirable that an attempt, however superficial, should be made to deal with this all-important consideration.

The present result of such an attempt makes no pretence of covering the whole range of sport, as was more or less achieved in the recently published

"Encyclopædia," and a very considerable number of sports, many of which would not in any case lend themselves to treatment from the financial standpoint, will be sought in vain in its pages. My aim has rather been to select a few typical sports under the five heads shown in the Contents, and, with the aid of expert writers, to present some kind of estimate of the average outlays involved in each. That this is throughout a book of averages goes, perhaps, without saying, and the reader may, in all fairness be asked to allow considerable margin for individual tastes and means. Although it has been in a few instances considered necessary to offer advice on the purchase of sporting equipments, the leading object of the book has been to give prominence to these incidental heads of expenditure, such as wages of servants and keep of animals, which have no place in trade catalogues; and advertisements of favourite makers, in any form, have been rigidly excluded from these pages.

It will not, perhaps, escape notice that there is a lack of uniformity in the treatment of the different subjects, and it has, in fact, been thought best to preserve, where it did not interfere with readiness of reference, a certain individuality characteristic of the theme. Of this difference, the contributions on boating and golf, the former a condensed epitome of the cost of various river craft, the latter a statistical consideration of the amount spent by the individual

and the nation on the game in question, may perhaps be cited as extreme cases. In the majority of cases, however, I have unavoidably re-cast the work of those who have been so good as to contribute, and if there are many among them who resent the freedom with which I have excised anything in the nature of anecdote, I feel at any rate the security of d'Artagnan. There will indeed be nothing left for Aramis by the time Athos and Porthos have done with me.

Considerable space has been devoted to shooting, and it is hoped that the long and careful article by Mr Teasdale-Buckell (Editor of *Land and Water*), to whom I am, moreover, indebted for many other suggestions, may, supplemented as it is by various articles on shooting abroad, cover a good portion of a very wide and difficult subject. For the materials for my list of shooting and fishing licenses in foreign countries, which it is hoped may prove useful, I am indebted to the courtesy of the Secretaries of H.B.M. Legations at the various capitals, as well as to the Secretary of the Belgian Legation in London; to Sir Halliday Macartney, Councillor of the Chinese Legation; to the Secretary of the Japanese Legation; to the Marquis Guirior, of the Spanish Legation; and to the Baron Quarles de Quarles, of the Consulate-General of the South African Republic.

I greatly regret that the information on American fishing and shooting should be so meagre, but the late

war, followed by the elections, appears to have thrown so much additional strain on every department, that it has been impossible to secure the necessary contributions. Should a further edition of the book be called for, this is the first direction in which enlargement is contemplated. It was also found impossible to enlist in time for this edition a contributor on Somaliland shooting, but it is hoped that, except in such incidental matters as camel transport, Mr Bryden's article may afford a general indication of the cost of big game expeditions in Africa. Among other matters omitted for various reasons is that of "commissions," a grievance that more particularly falls on yacht owners, and one on which, I understand, we were expected to say something. But the question of tips which has, in response to many requests, been touched on by Mr Teasdale-Buckell and others, seemed about the thinnest ice we could safely venture on. Criticism of the book is sure to come in full measure, but I also hope that many readers may have the kindness to jot down any suggestions or corrections that occur to them, and return such memoranda to me, in case I should, in a subsequent edition, have the opportunity of availing myself of them. (I shall, by the way, be somewhere in the north of Africa, two or three hundred miles from the coast, when this book appears, so that I must ask for time in which to reply to any correspondence on the subject.)

Among others to whom I would take this oppor-

tunity of expressing gratitude for cheerfully permitting me to give them more than ordinary trouble while these pages have been going through the Press, are F. M. Guedalla, Esq., Sir W. Hoste, Bart., Major Gerald Ricardo (late Master of the Craven), W. Summers, Esq., and Walter Winans, Esq. I am also indebted to the English and Irish Fishery Boards for information as to licenses, and to Messrs Cook & Son, the Canadian Pacific Railway Company, and the London Agent of Irish Railways, in the matter of routes and fares. To Mr John Murray and his Manager, I have also to record my obligation for much assistance and useful advice.

F. G. AFLALO.

BOURNEMOUTH, *December*, 1898.

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I

SHOOTING AND FISHING

SHOOTING

BRITISH ISLANDS GENERALLY

THE CHEAPEST SHOOTING.—Considered from one point of view, shooting may fairly be regarded as a somewhat costly sport. It will not do, however, to overlook the varieties of cheap shooting, costing as little as nothing, that may still be had in these islands. The farmer's son can both shoot and hunt free of expense. Cheap shooting, indeed, is not confined to the farmer's son, for there is a good deal of shore shooting free to every one. Unfortunately, every one is well aware of the fact, and this shooting is in consequence hopelessly overdone. In addition to this shore shooting, there are broad lands in England almost free to all comers, and others in Ireland absolutely free. There is, it is true, a trifling license required to shoot on the Duchy of Cornwall lands, but it enables the holder to shoot at will over the greater part of Dartmoor. Needless to say, that is not a land swarming with game, and the day's bag, consisting on extraordinarily lucky days of a snipe or two, and perhaps a duck or moor partridge, can without difficulty be carried by the sportsman himself. Perchance the sight of a black-cock on the

wing may further reward the fortunate. Nevertheless, it is an undoubted fact that the local sportsmen can and do get sport there. They know where and when to drop on the game without an undue amount of hard walking; they know the fine-weather spots for snipe, and they do not go out for them on bad days. Such as these would in a few hours see every snipe within 30,000 acres, whereas a stranger to the district might, even with dogs, take hours to hunt carefully a tenth part of the country, and even then get bogged before he had shot anything

HOTELS WITH SHOOTING.—Next for cheapness must be reckoned the shooting that is attached to a number of hotels, but the sportsman may be warned that the rule in these cases is "first come first served," and the guest should know as much about the game as the landlord. These hotels with shooting are for the most part situate in snipe country, on ground that would also afford partridges if the shooters were less numerous than the birds themselves. An occasional day of 10 brace of partridges may be had at such places, but the shooter must be on the spot in the nick of time for such luck. He must not come before the corn is cut, nor must he be a day after the man who arrives as the last of it falls. The hotel-keeper cannot authorise his visitors to walk in the farmer's standing corn, and, obviously, the only chance of a fair day's sport in this inexpensive fashion with the partridges, is afforded as soon as it is cut. With snipe the case is different. The

best feeding ground in a snipe country will hold the birds. They may be shot at one day, and they will be back the next. Others come to take the place of those that are killed. In regions like the Midlands, lacking broad expanses of marshland, this will not, it is true, be the case; but in the bogs of Anglesea and South Wales and Ireland, as also in a measure on Dartmoor, snipe may be as plentiful on free shooting as on strictly preserved land, and are easy enough to find for all who know the country.

THE NEW FOREST.—So much for free and hotel shooting. If I adhere to my scale of increasing cost, the New Forest must come next. New Forest licenses are granted by the Commissioners of Woods and Forests for shooting and fishing at the right seasons, the cost being £20 for a single license, or £30 for a permit, which allows the licensee to be accompanied by a friend *bonâ fide* residing for the time being in his house. The license covers about 50,000 acres of varied land. Shooters are limited to three days per week, to a single beater, whose wages are 2s. 6d. a day, and to three dogs. In some seasons, woodcock are plentiful, and a hard-working sportsman has been known to bag fifty in the season. Snipe are capricious. Of rabbits, two guns have killed 100 head in the day; and, in short, he who knows his country should not have great difficulty in killing game to a market value equal to the cost of his license.

FARMS.—From this to the modest hiring of unpreserved farms, at a rate of 4d., 6d., or even 1s. per acre, is no very serious step. But if the tenant proceeds to engage gamekeepers for isolated farms of anything up to 1000 acres, the outlay soon mounts up. The rent of farms varies much with the locality. I have paid as little as 4d. per acre in Oxfordshire, and found it dear at the price. I have also given as much as 4s. per acre within 12 miles of Charing Cross, and found it cheap.

Three or four experiences of unpreserved farms at different rentals may here be of some interest. I am not prepared to vouch for the bags to a head or so, except in the case of the last, which I carefully noted as being out of the common. But the returns may in all cases be taken as approximately accurate.

(1) 50 acres (to make up a ring fence to a large shooting)	£5 0 0
(2) 300 acres (4d. an acre: killed 15 brace of partridges)	5 0 0
(3) 600 acres (1s. an acre: killed 65 brace of partridges and a few hares)	30 0 0
(4) 300 acres (4s. an acre: killed 100 brace of partridges, 7 brace of pheasants, 7 to 10 hares, and about 30 rabbits)	60 0 0

This last, in which it will be seen that the cost is about equal to that of a good, single-handed gamekeeper, is interesting as an instance of high preservation within 12 miles of Charing Cross. Not alone was the farmer an excellent gamekeeper on his own

account, seeing in every neighbour a prospective poacher, but apparently the Cockney has lost the poaching instinct, or at any rate, the skill. The vicinity of most large cities is, as a rule, fatal to game-preserving on cheap lines. It can, in the ordinary course, only be carried on under such conditions with the co-operation of an army of keepers, each not only able to fight, but to fight in the dark —four o'clock in the morning courage—and this against, perhaps, three times their own number. The wages of these men range from 18s. to 22s. a week, and I think it says not a little for them that they not alone are able to stand up to sticks and stones, or even more serious assaults, such as have already happened more than once this winter, but can, if not too hard hit, go straight from the strife and attend, with almost motherly tenderness, to young pheasants just out of the shell, truly among the most delicate creatures in the animal world. Their wage cannot, then, be regarded as a high one, and the prospects are not generally brilliant, for only about one in a dozen can rise to the post of head keeper at from 25s. to 40s. a week, with tips in addition to as much, or, perhaps, double that amount.

TIPS.*—This brings me to the consideration of a somewhat delicate subject on which the editor has asked me to say something. More than one attempt has been made in influential quarters to put the curb on this practice, but human nature asserts itself on

* See also page 25.

either side, and the guest who tips liberally finds, by chance or otherwise, better sport than the guest who does not. Very different in sporting value are the ordinary days, with a bag of from 150 to 200 pheasants, and the extraordinary days, with a bag of perhaps 2000, but to the guest who tips the keeper liberally the larger day will be immeasurably the cheaper. In the former he may get off with £1, or even 10s., according to the custom of the local guests. It is, in any case, best to ask them than to act independently where the sportsman is a stranger. Discretion must settle the point for extraordinary days, such as 2000 pheasants, but the practice of certain sets will probably govern the judicious shooter. In any case, be it remembered, the increase tenfold of the bag will, by no means, necessitate ten times the tip. The Duke of Portland has set the fashion on his own estates of "no tips," and this, if more general, would mean many more days' shooting in the year to sportsmen of limited means. But not every one can afford to pay his servants on a scale to tempt them to refrain from taking gratuities, and visitors therefore remember as a rule, at any rate, the head keeper, as well as their loader, or the men deputed to carry their cartridges. This slight tax, where not abused, is not particularly onerous, and is given on the same principle that prompts subscribers to hounds to tip the huntsman. Days on which less than 150 pheasants are shot cost the most in proportion, for, even if but 20 or 30 pheasants and perhaps 20 brace of partridges represent the total

bag for five or six guns, few of the party would care to give less than 10s., or as a minimum, 5s. After all, as the departing visitor will probably find a brace of pheasants or partridges in his dog-cart, this is no more than a fair exchange.

OF GAMEKEEPERS.—If the farm which it is proposed to hire lies in the heart of preserved country, it may be well worth while to put on a gamekeeper for from 500 to 1000 acres of partridge ground, particularly if there is cover, as well as a house for the keeper. Of course, if there should be gangs of poachers in the district, it will want a very clever keeper to save his birds single-handed, and his only chance of success will lie in some arrangement with neighbouring gamekeepers. And such arrangements are by no means easy to conclude. A staff of gamekeepers can generally employ woodmen by the night for 2s. 6d. at the outside, whenever they require their services. This is their master's money. It therefore represents all the value of the single-handed gamekeeper's assistance to them; whereas theirs to him is all important. He can offer them no fair equivalent for working together; for although they may be perfectly prepared to face any danger that may come their way, they do not see the attraction of seeking it elsewhere for an equivalent no greater than 2s. 6d. This, I think, is, at any rate from the standpoint of the master, short-sighted policy, for the result is a tendency to create unpreserved ground, which consequently draws from that which is preserved. At the

same time, short-sighted or not, it is the view taken by all the keepers to whom I have talked on the subject.

COUNTRY HOUSES WITH SHOOTING.—When we come to a higher grade of shooting property than the farm, the question of country houses enters largely into all calculations concerning the rental of low ground shootings, and even the value of grouse moors is influenced to a considerable extent by the size and condition of the shooting lodge. One or two instances of shooting agreements or leases that I have concluded may here be useful.

(1) In the Quorn country, 5000 acres of shooting and a very fine house, with about twenty bedrooms and stabling for fifteen horses (good for about

250 brace of partridges,
100 pheasants, and
500 hares, value about £125)

Rent	£500
Keepers	200
Total	£700
Loss	£575

(2) In Lincolnshire, 3500 acres of shooting and a smaller house, with ten bedrooms and stabling for ten horses (good for

300 brace of partridges,
250 pheasants,
250 hares and perhaps 750 rabbits, value £200)

Rent	£250
Keepers	100
Total	£350
Loss	£150

(3) In Staffordshire, 4000 acres, mostly grass—a famous place, of which there is a shooting engraving after Sir F. Grant—a house and stables similar to the last. This was a dead failure so far as game went, for there were hardly any partridges, and the rabbits were almost all poached before the shooting season. The first year's bag included about

50 brace of partridges,
150 pheasants,
400 rabbits, and a few hares (value £50)

Rent .	£400
Keepers .	150
Total	£550
Loss	£500

(4) In the Scotch Lowlands, 5000 acres, mostly arable land, with similar house and stabling to the last, and equally badly keepered.

200 brace of partridges, a few dozen hares, rabbits and grouse, market value, £30

Rent .	£250
Keepers .	150
Total	£400
Loss	£370

It should be mentioned that in the second and third of these cases a good deal of expense was incurred in the feeding of pheasants. (This item can generally be reckoned at 2s. 6d. a head for every pheasant killed. That is to say, 1s. 6d. for rearing, and 1s. for food during the rest of the period. The

whole thing can be done by a good man for 1s. 6d. for each bird killed. Rearing pheasants on a small scale does not, however, pay either in sport or from the standpoint of market sales. The fewer there are, the greater in proportion will be the number given away and eaten, and it is only in cases where each keeper can rear from 500 to 1000 birds that they pay any appreciable part of his wages. In the two above-quoted estimates, the eggs are picked up from wild birds; otherwise, of course, the cost of eggs must be taken into consideration).

The shooting volumes of the *Badminton Library* give some admirable balance-sheets of expenses and sales of game, but, curiously enough, nothing is said in these about rent of the shootings. This is of importance, for they always make a dead loss even without the rent, whereas in one instance already cited there would have been, eliminating this consideration of rent, a profit of £100. As an instance of the degree in which the house question affects the shooting, I may say that in three out of the four instances given above, the houses would not have been marketable without the shootings. The house in the Quorn country, however, would have doubtless let for hunting purposes, and, notwithstanding the fact that the loss on it, as a shooting, was higher than that on any of the rest, it was probably, considering the situation, the cheapest of the four, seeing that the house alone might have made the rent.

SHOOTINGS WITHOUT HOUSES.—Low country

shootings without houses are cheap if every head of mixed game killed works out, in rent, keepers, and food, at a total of 5s.; and rabbit shooting can frequently be got at a total of 1s. 6d. per head killed. [The value of the dead game reduces the cost by half.] But to get shooting on terms as easy as these, it is necessary that a man should know how to go to work. Not alone must he see his way to effecting, without cost, improvements in a property hitherto wholly or partly neglected, but he must also carefully guard himself against clauses in his lease enabling farmers to hold him answerable for damage done by pheasants and rabbits. Obviously, if landowners demand rent for their shootings as well as for their farms, they, and not the shooting tenants, ought to pay compensation for damage done. They are, moreover, in a better position than the stranger for settling with the farmer on fair terms, and the stranger should therefore not take the risk of having to effect such settlements. The case at law turns on the interpretation of the word "excess." To the farmer every rabbit may represent excess, especially since the Ground Game Act has placed the rabbit in his power. The ordinary shooting tenant will not, however, be so easily persuaded that there is excess of game on the property he is paying for, and he may therefore be strongly advised to resent the usual attempt, on the part of landowner's agents, to insert clauses giving the farmer damage claims for keeping an excess of rabbits. The landowner should retain the right to wire-net the covert hedges, where

they border on arable land or mowing grass, and the rent should include the probable outlay of doing this. It is obviously inconsistent and absurd for a shooting tenant to be called upon to satisfy the courts that there is not an excess of game, when his hope of finding such an excess was the only inducement he had for taking the shooting.

Low country shooting entails some incidental expenses. Thus, **beaters,** whose pay must be regulated by local custom, get about 2s. a day and lunch for the men, and 1s. a day and lunch for the boys. **Dogs,** again, will cost, on an average, 2s. a week for keep, not merely for food, but including the cost of good straw and liberal doctoring. I do not, at this low figure, contemplate breeding puppies, nor is the estimate intended to concern the keeping of more than two dogs to each keeper, for when this number is exceeded, a kennel man may be needed, and his wages will, of course, proportionately raise the expense of the whole.

GROUSE MOORS.—Our most attractive game bird, also the only one not found abroad, is undoubtedly the red grouse. It is likewise the most costly. It is ridiculous to speak of the pheasant as costing, all said and done, the proverbial guinea, when we know that any of the game farmers are able to provide a supply ready for the guns at 7s. 6d. each, or even less. When I first went North in search of shootings, it used to be accepted that £1 a brace of grouse was fair. Lodges were, however, less elaborate in 1870

than they are now, nor was interest of money charged when houses were not specially built as shooting-lodges. There are now mansions, known as shooting-lodges, in plenty throughout Scotland, for the farm-houses are no longer employed as such, and two or more grouse moors, like Camsarach and Dunan, which formerly were let with the farm-houses and the grouse moors, are now joined and let with the best house on the property, in this case Rannoch Lodge, the quarters of the renter of the deer forest known by that name, and this embraces the two grouse moors which are now deer ground.

But there are still shootings to be had in Scotland, where, with somewhat less pretentious quarters, the tenant can have a little more sport for smaller outlay. My first essay in this direction was a brilliant success. For only £200 I secured a small moor, by name Stirkoke, in the north of Scotland, and that particular year it showed excellent results. The bag was, as far as I can recollect, 1350 head—grouse, hares, snipe, and partridges. From what I subsequently learnt when trying to get the same moor the following season, this was regarded as too heavy a bag, but it represented the results of only two guns shooting for less than a month. That was, it may be mentioned, an exceptionally good year for grouse. Those who are bent on a bag of grouse in a bad year must be prepared to pay £5 a brace for them. It is true that Scotch lairds do take a little less rent in bad years, but only a little. And, be it noted, a possible reduction to half the rent

in the worst years may imply a corresponding reduction in the grouse-bag to one-tenth. This will give some idea of the enormous variation in the rate per bird on Scotch grouse shootings. I have known £500 paid for 20,000 acres in Perthshire in a bad season, the bag amounting to 150 brace, which took four guns a month to get; and I have also seen, in the same neighbourhood, a small moor of 2000 acres let for £150, on which 100 brace could easily have been killed by one good gun in a day, and probably 400 brace in the season without damage. These patches of favourable ground, however, are never very large, and my experience goes to show that there does not exist in Scotland a moor of 12,000 acres of equal quality and at the same proportionate rent. That is, to be more explicit, it is impossible in Scotland to find a moor on which 2400 brace can be killed for a rent of £900, or say £1000.

The price, then, of £1 a brace may still be said to hold, and indeed the tenant should be well pleased with his bargain if he manages to get his grouse at that price, with a sprinkling of roedeer, black game, snipe, and blue hares thrown in. Nowadays, though, he will have to pay for his sport according to the style of "palace" he may wish to call his shooting-lodge. Palaces and policies, or parks (which are fields) are included in the rent, but the brace then costs considerably over £1. As I am not invited to discuss the value of house property in the Highlands, I will merely say that on a very

large and fine shooting, the value of the house does not make the same proportionate difference as it would on a smaller shooting. There are very fine houses on moors of 5000 acres, such, for instance, as Flichity, near Inverness, and within 2 miles there is another moor of 5000 acres, quite equal, which I once bargained for at one-eighth the yearly rent of Flichity. The foregoing remarks also apply to Wales, but not to English driving moors. The £1 a brace includes the cost of the keeper but *not* of gillies and ponies.

KEEPERS AND GILLIES.—The cost of the autumn in Scotland is greatly enhanced by the expense of keepers and gillies, as well as by that of dogs, which I shall consider next. With regard to the **keepers**, the wages, where the place is on lease, must be taken as from 14s. to £1 a week, with house, firing, and run for a cow, and sometimes with the addition of a certain allowance of oatmeal. With the pay of £1 and the oatmeal, he is a rich keeper indeed, for some guest of his master's is generally responsible for his tobacco, and he has then only to find himself in clothes and tea. **Gillies** usually get £1 a week, feeding and lodging themselves, and they also expect lunch and whisky when they go to the Hill. In deer forests and some out-of-the-way moors, where there are neither crofters nor cottars, it is necessary to find rough board and lodging for the gillies. I have heard of cases of the kind in which the wages fell below

£1 a week, but never knew of one. The hire of a pony to carry the game baskets or deer comes to £1 a week too. It is said that sore heels often prevent the gillies (when paid by the week and not by the day) going to the Hill, but in all the cases that have come within my own experience, the lunch and whisky, given only on days on which they went to the Hill, served to harden the feet.

DOGS.—In some parts of Scotland, dogs are still as necessary as ever they were for grouse-shooting, and it is now necessary to devote some little attention to their cost. First, it should be remembered that the dog's life is not a long one, and, however good he may be at two years old, at seven or eight he will be aged, and, if still able to work at all, his pace will then be far slower than formerly. A kennel of pointers or setters requires a kennel man. If keepers are set to look after the dogs, their proper work must necessarily suffer. It is, moreover, advisable, even if they are not worked in England, to take them South, as there the winter climate suits them better. Besides, if they can be taken right away from the game, the everlasting temptation to do wrong is removed. It is, in fact, far cheaper to pay the carriage both ways than to buy another dog to replace one that has got away and, with the chase of an occasional blue hare, done some self-hunting on the moors. This may be avoided by coupling on the moors; but proper exercise can not then be had. Whereas when there is no game of any description a child could

exercise them, and they cannot lose their breaking. There will generally be found in the sporting papers advertisements of broken dogs for sale at figures ranging upwards from 25s. Occasionally, doubtless, a good dog may be bought at an auction for as little as 10s., but, in the ordinary course, these cheap dogs are worthless, and therefore dear at any price. I would far rather buy untried puppies of a good breed and train them myself. They can be got from £5 to £15, according to looks. Dogs with a dog-show pedigree are generally useless, but those, on the other hand, with a field trial winning pedigree are almost invariably worth the trouble of breaking, though nose, sense, and stamina are certainly not always hereditary. The belief is general that before dogs are worth buying for the moors, they must have been shot over for one season, and sportsmen who have not the time to devote to dog breaking are quite right in buying only such as have been shot over, and have a guaranteed character—generally forthcoming in the catalogues at Aldridge's sales—to be good. Personally, I have often found puppies superior, when it came to hard work, to three or four year old field trial winners. But, as I say, the majority of sportsmen will prefer to buy the dogs on the strength of the aforementioned character, and if they buy them only from well-known owners, and see them at work before the sale comes on, they run but a slight risk of getting absolute rubbish. In buying from field trial competitors who are selling their drafts, it would be as difficult for the purchaser to pick up only gems as it would be likely

that he should find only duffers. Such dogs as these drafts contain can be well purchased at any price between £10 and £35 each, whereas the sportsman who wants the best that can be had for money, must be prepared to undertake special investigation before finding it, and to hold out special inducements for a change of ownership when it is found.

Six really good dogs ought to suffice two sportsmen shooting together through a season, but they will not do so unless they are dogs of good stamina. Retrievers are not absolutely necessary with pointers and setters in Scotland, but are essential on English shootings. A first-rate keeper's retriever, one, that is, that can find dead and wounded game quickly and well, and is not hard-mouthed, can be bought for £10. A first-rate retriever, handsome, good as the keeper's dog with the game, and so obedient as to stop at heel under all manner of provocation, is always worth at least £50; indeed, save when they were getting past work, I never parted with one for less that £100. Spaniels are never found perfectly broken, but a half-broken spaniel is of some use, so that what is called "a perfectly-broken" spaniel fetches from 50s. to £10.

ENGLISH GROUSE.—Grouse-driving in the north of England is so far cheaper than grouse-shooting in Scotland, that the same money spent in Yorkshire or Durham will secure more grouse than it would in Scotland. But the birds will be got by driving, and not by shooting over dogs. The lodges are generally

smaller than in Scotland; indeed there is frequently no lodge at all. As to rent, 10s. a brace would be near the mark. Thus, a Yorkshire moor that provides an average of 4000 grouse a year should cost from £1000 to £1200 a year. I was of opinion that smaller moors, where hundreds instead of thousands of grouse are obtained, range higher in value per brace killed, and approach Scotch rentals of £1 a brace. This difference I assumed to be because fewer people can afford a large shooting than can afford a small one. With a view to test the accuracy of my hearsay evidence (for although I have hunted over Yorkshire and Durham moors with a view to renting them, I have never struck a bargain for one) I asked several grouse-driving friends who, with one accord, referred me to the writer of the following letter. This may be taken as from one with no limited experience, therefore.

"DEAR SIR,—In answer to your letter of the 4th, respecting cost of grouse moors in Yorkshire, I shall be only too glad to help you in any way I can, but it is a subject that it is very hard to lay down any sort of rule, and to strike an average would not be fair either. In my experience of grouse moors and price of letting such, as a general rule grouse average 10s. a brace in England as compared to 20s. in Scotland.

"I should not be inclined to admit the difference in price you suggest between large and small moors, as now the small moors are very much taken by business men who can get one day a week, and so, if they are handily placed to a train service, they will pay well; but I do not think they will ever let for 20s. a brace unless they are wonderfully well situated. The price of the larger moors so much depends, too, on the convenience of situation and the comforts of the Lodge, if there is one! and so it is difficult to fix an average price. Still, I do not think you

would be far wrong if you put grouse shooting in Yorkshire at 5s. a head all round, though now and again the smaller moor will gain a higher price per head—and I have known several large moors get a larger price—still, I think 5s. a head is a fair average price in Yorkshire."

Beaters or drivers are a heavy item. The keepers indeed receive about the same pay as low ground keepers, but that of the drivers, thirty or forty of whom are often required, may amount to as much as 4s. a day. Opinions vary as to the best dogs for finding the dead game. Spaniels or retrievers are in most common use, but one grouse-driver told me that the best animal he ever had for the purpose was an Irish setter, and another preferred a sheep dog.

DEER FORESTS.—There is, perhaps, more excitement to be got out of deer on sheep ground, where the stalker knows that he has but one chance, than in a regular forest, particularly a fenced one. Nevertheless, deer on sheep ground do not mean the same in the matter of rent as they do in a forest. The reason of this is probably that they so rarely fulfil the stalker's expectations on such ground, and so much valuable time is wasted in looking for deer that might more profitably be given to grouse or salmon. Moreover, the two or three deer that are bagged on a sheep ground are anything, as a rule, but good beasts.

The following notes from one who has had very wide experience of deer forests will here be of interest.

"The average value of a deer forest, so far as rent goes, may be calculated at about £50 for every stag shot. Thus, a forest

affording forty head can usually be rented for £2000. Sometimes, in out-of-the-way districts, with no lodge and bad accommodation, the cost would work out at no more than £35 a head. Sometimes, again, a small forest at the larger rent of £50 a stag may be taken adjoining sheep ground rented and cleared, and on the latter, stags would not cost more than £25 each. Such ground, however, would take some years in the making, during which it would have to be left quiet. Foresters' wages come to about £40 a year, with cottage, and also pasture for a cow or two. Gillies get from 3s. to 4s. 6d. a day, lodging and everything found. It is best to pay only for each day's work, otherwise the most astonishing excuses are made to shirk going out on the Hill more than two or three days in the week. As to ponies, the hire varies, and it is, on the whole, far the better plan to buy a good pony, for the hired specimens are often useless for carrying deer. Deer saddles cost about £3 each. The next trouble, and the most serious, is the question of the crofters, and with these the landlord should arrange everything as to compensation for giving up their rights of grazing, else they will put off all the deer, rushing all over the forest on the flimsy pretext of 'looking for their cattle and pet lambs.' The battery for deer-stalking is not complicated, and the German Mauser and Mannlicher, costing only from £3 upwards, are superseding the more expensive £25 single, or from £45 to £90 double, English rifles. A telescope would cost £6 or £7, and one of the new binoculars rather more. Ammunition is a trifling item, as only half a dozen cartridges are taken out at a time. Ordinary shooting clothes answer every purpose. Dealers give £3 for a deer's carcass, and a good head may fetch anything up to £25."

GUNS.—In the matter of guns there is much room for choice. If you must have a hammerless ejector, it is not always necessary to pay the highest prices. If the shooting is limited to anything between 1000 and 2000 cartridges a year, there is no need of a best gun, or one that will not shake loose till the barrels have worn thin. Many of the best actions will wear

out two pairs of barrels. There are, it is no use denying, low class guns being sold under names that are almost classic in the London gun trade, and if you are satisfied with Birmingham goods, it is surely better to deal with Birmingham houses, in London or Birmingham, than to buy Birmingham guns bearing London names. I am at present engaged on a work entitled "Experts on Guns and Shooting," in which I am giving in detail the strong points of each maker, so far as I have been able to detect them. Such detail would, however, be impossible in the present article, and it must suffice if I say that best London guns cannot be obtained for less than from £60 to 85 guineas, while best Birmingham guns cost from £45 to £50. On the other hand, plain, strong, machine-made guns of London origin can be had for £17, 17s., or thereabouts, and Birmingham machine-made ones at less. But the buyer must remember that the iron work in these guns are all the same pattern exactly, and may or may not suit the wood-work (or stock) he requires. If anything still cheaper should be required, second-hand guns by all the makers can be had at great reductions. When hammerless ejectors are not indispensable, second-hand guns, like anything else out of the fashion, are very cheap. Hammer, and even hammerless guns, are to be bought at one-third of their original cost. Except in the case of machine-made weapons, I do not recommend new second quality guns. I would always prefer to give the same figure for second-hand first quality guns, so long as they were in

good condition, and only required a little bending, and perhaps cast off, to make a fit of them. With machine-made guns the case is different, and it has always seemed to me that if the machine turns out a finished gun that only has to be collected, it becomes difficult for a gunmaker to put much more value in first quality than in last.

CARTRIDGES.—The cost of nitro-cartridges for 12-bore should be about 10s. a hundred. Cheap *loading is* a mistake. Some attempts have been made to sell short cartridges at a low price, but they have failed, and it would appear that, before this can be done without danger to human life, some other invention will have to put in an appearance.

LICENSES.*

A gun license in the British Islands costs 10s.
A game license for a fortnight costs £1.
A game license for the first part of the season costs £2.

This last can be exchanged for a full license, covering the whole season, costing £3. The exchange is effected at Somerset House.

A game license for the second part of the season, that is from Oct. 31st to the following August, cost £2.

Since I wrote the above, the editor has refreshed my memory by sending me the replies to some questions that he sent to various well-known sports-

* For gun licenses in other countries, see page 124.

men. The net result of these answers, so far as shooting goes, may be summed up in a few words. As regards **wages**, where, as in the east of England, as well as in Devon and Dorset, the wages of agricultural labourers are low, the wages of *under keepers* range from 13s. to 15s. a week, and one gentleman in Devonshire, who discourages tips on his estate, pays his head keeper 17s. 6d., with a cottage and suit of clothes. In the north of England, however, the wages of under keepers amount to as much as £1 a week. I fancy that the aforementioned low wages would hardly suffice in much-poached districts, or where, at any rate, gangs of night-poachers have to be dealt with after the day's work is over. The wages of *head keepers* are also affected, though in a less degree, by the district rate of wages to labourers; but of course importations from up-country are more common than in the case of under keepers, and keepers generally do not migrate for lower wages. The pay of *beaters* ranges, in these returns, from 1s. 6d. to 3s. 6d. a day, but I gave already a higher limit of 4s. a day. Taking these returns as a whole, the wages of head keepers range between 17s. a week, with cottage and a suit of clothes, to £75 a year, with cottage and clothes, also grazing for two cows, and a garden. But there are, as I have shown above, other cases in which special men get special wages.

It is interesting to note the differences of opinion in the matter of **rent** of shootings per acre. But, as one of the editor's correspondents very properly ex-

presses it, the range is for covert shooting from 1s. per acre to what you like to give. Exactly; preserved land cannot be estimated at cost per acre. It must be cost per bird brought to bag. One Welsh squire, whose ground I know well, puts grouse ground at 1s. an acre, and partridge ground at 6d. an acre. But then I happen to know that his grouse ground is first rate, while his partridge ground is the reverse. He also puts pheasant shooting at 1s. an acre, yet he is a great breeder of pheasants, and any man any year would be glad to pay him £1 an acre for his covert shooting.

Returns of this kind, in fact, lose greatly in value from the fact of their omitting all reference to the reservations in a man's mind. Unpreserved covert might be worth but 1s. an acre, whereas preservation might convert this into £5 an acre. Of the few returns that deal with the value of shooting per bird brought to bag, one from Westmoreland fixes partridge shooting at 5s. per head, and grouse at 10s. per head, the latter being the rate I put on Scotch grouse shooting. It is also perhaps correct in the case of small English shootings for which there is a large demand, but it certainly does not apply to the larger driving moors, which produce a crop of grouse that may even exceed 10,000 birds in a year. There is less demand for such shootings, and it is impossible to keep up on them the rate per head for small shootings.

The question of **tips** is dealt with somewhat freely in these returns, and all the correspondents agree that,

unless the host forbids the practice, the amount must be settled by numbers. Not one of them suggests a larger tip than £1 a day for the head keeper, and even this figure should be earned by a kill of 100 pheasants per gun or 200 brace of partridges for the whole party. For second time over, the average price is 5s. to the head keeper, and for moderate days, 10s. seems to be regarded as sufficient for the first time over. Some confine themselves to 10s. a day, with £2 for five consecutive days. Another would not give more than £3 for a week's good shooting. One Devonshire baronet objects to his keepers receiving tips at all, save in the case of guests living in the house, whose guns they clean. Then, he thinks 10s. enough for a couple of days. The net result of these figures is, I think, to confirm what was said above as to the desirability of the stranger consulting local shooters as to the custom. Assuredly, if you give too much, you will offend your fellow-guests; and if you give too little, you will offend the keepers. I find, too, that these correspondents confirm my estimate of from 2s. 6d. to 5s. for loaders and cartridge-carriers. One, and only one man, gives £1 a day, and again, as with the other cases, there are, I imagine, reservations in the writer's mind which he does not feel called upon to disclose. It is, of course, quite possible that a man may decline any invitation to shooting that he does not think would be worth a tip of £1 to the head keeper. I do not, however, think that there are many such. I cannot, without strong proof, believe that a man would prefer to take no exercise

in the sunshine unless, by way of recompense for the exertion, he could be sure of killing his 100 pheasants. As we are occasionally obliged to take a walk without ulterior object beyond the gain of health, it is undoubtedly better for those who shoot to have such an object, even if the result be but 5 brace of birds. I could well understand business men with few opportunities declining to give up a day for so small a bag, but this constant £1 a day does not, it is perhaps fair to say, come from a busy man. Several correspondents give their usual tips as 5s. a day to 10s., or £1 for the week, and in these cases the shooting is not presumably first rate.

In conclusion of this article, I may quote one excellent example of the cost of shooting, which was sent to the editor by one of his friends residing in the neighbourhood of Maybole, N.B.

We pay £1000 a year rent, including wages of keepers; and the following game should be got in an average year:—

Grouse	700
Black Game	100
Partridges	300
Pheasants, up to 3000, according to amount reared from bought eggs.	
Woodcock	20
Snipe	40
Duck (Mallard)	50
Teal	10
Hares	30
Rabbits	8000
Roedeer (very scarce)	1 or 2

Various (including Wood-pigeons and Golden-plover, etc.) 60

Value, in all, £775, at the following prices :—

Grouse, average, 3s. each for good young birds.

Pheasants, 2s. 6d. each, if the bulk are saved till near Christmas.

Partridges, 1s. 6d. each, and Rabbits 1s. 9d. a couple.

[Commission and carriage come about 2d. per head all round.]

The cost of rearing pheasants, at the lowest rate, would be 1s. 6d. each, and the cost of the eggs would be 1s. each, so that the rent, keepers, and food would come to £1375 a year, and the loss would be £600 a year. This is another of the cases in which, when the rent is deducted, the game more than pays for preservation, and as the house is described as a castle, probably the £600 a year loss may only be equivalent to the value of the house rent. In this case, however, the tenant is exceptionally fortunate in the number of rabbits.

CLOTHING.—In an article of the range indicated by the editor I cannot overlook the subject of clothing, on which a few words may here be said. It is a curious fact, for those who like to note these idiosyncracies, that your country gentleman who gets himself up in the latest fashion to meet hounds, and will shoot with a pair of hammerless ejectors that cost him £160, may often be seen using them when clad in a morning coat in which he would scarcely venture an appearance at the village fair. This carelessness is, however, not extended to what covers his legs and feet, for he rightly knows that he who cannot walk in

comfort cannot shoot well; when, in the butts, wet begins to find its way between the leathers of his boots, the sportsman finds the intervals of waiting between the drives apparently long and certainly unpleasant. For present purposes, I am bidden confine my attention to those who are unacquainted with the subject. I imagine that there are few left to their own devices, or merely what they can find in books. They can at any rate always have the advice of the tailor on tailoring, and the question then is whose advice to take. The young sportsman cannot afford to be careless of his appearance, as his seniors perhaps have earned a right to be; he will not go far wrong if he wear a quiet pattern of Harris tweed, with boxcloth knees to the breeches. On the moors, in fine weather, knickerbockers are better than breeches, and are worn with shoes and spats; in partridge- and cover-shooting, breeches and gaiters are most useful. An apparently sound system of semi-waterproofing for shooting-coats has lately been brought out by a West End firm, in which the exposed parts are waterproofed while the others act as ventilators to the skin. A tweed shooting suit would cost anything from 3½ to 6½ guineas, and all who can afford it should certainly patronise one or other of the great London sporting tailors. The matter of material is a vexed question. One firm says there is nothing like leather; another would have us pin our faith to Gabardine; yet a third cries wool. I have tried most things, and my preference still lies with a really good Harris tweed, with all the natural oil in

the fibres. In any case, wool, in some form, is obviously the best thing for any kind of active exercise, for it is better to get wet through from rain than from perspiration. There is one patent cloth that, although made of worsted, keeps out a day's rain, but the merits of different fabrics and all the other dodges designed for sportsmen can only be decided by individual trial. One general rule is certainly to be observed, and that is that a tailor who cuts a coat that drags from the centre of the back to the elbow is not fit to build your shooting kit, and may be given a wide berth. The same principle applies as to hunting breeches; it is by far the best plan to go to a firm that makes very little else than shooting clothes.

Gabardine, as sold by one firm, is a flax material somewhat similar to the improved Rangoon cloth sold by another. It is much heavier than wool, especially when both are wet; and it is also much stiffer, and therefore worse for shooting in. Doubtless, when it first came out, it was an improvement to put a wool lining inside and to wear the vegetable fibre outside. But wool canvas linings for woollen coats have now superseded the system, and the close textured wool clothes, known in the trade as Resistus, are certainly as waterproof as flax and very much lighter. Then, for winter, those who are unable to tell a machine-made cloth from a genuine Harris tweed have only to order from their tailor such cloth as he gets hand-made through the Scotch Home Industries in the West End, the manager of which

establishment can always identify his own cloth. As there is a dividend limit of 5 per cent., this concern is hardly run on ordinary business lines, and was in fact promoted by the Duchess of Sutherland to prevent imitation cloths being sold as Harris tweeds, to the injury of the crofters and cottars in the north-west of Scotland.

Shooting-boots, like shooting-coats, should be made to measure. The London price is about £2, 2s., and in the country they cost about 30s. the pair. London makers turn out neater work, but there is not much difference in wear. No shooter can dispense with some sort of mackintosh, and it may be of any weight or thickness according to the work it has to do. Although generally thrown off when the shooting begins, the mackintosh should be made of such cut that a man can shoot in it. The cost of a mackintosh will range from £1 to £2. Under the general head of outfit, mention may perhaps be made of cartridge-belts, bags, and magazines, and they are of all sizes and all prices. Leather soon gets damp and is somewhat heavy, and, on the whole, canvas bags mackintosh-lined are the best. Sir Ralph Payne-Gallwey's bag is leather, but of a good pattern for keeping out the wet, and may, I believe, be had from any firm made in mackintosh canvas.

G. T. TEASDALE BUCKELL.

DOGS

PRICE OF DOGS.—The average price for thoroughly reliable setters or pointers would be about 20 guineas apiece, or 30 guineas a brace. There is just now a great demand for steady spaniels, free from chase and tender retrievers of their game, and they fetch from 12 to 15 guineas; ordinary spaniels, for rabbit, woodcock, and covert shooting, are worth from 5 to 7 guineas if they retrieve; about 4 guineas if they do not. A thoroughly well-broken retriever with tender mouth, persevering and intelligent, is cheap to a shooting man at 30 or 40 guineas. The past summer (1898) witnessed better sales of sporting dogs at Aldridge's Repository than have been seen there for some years. The record was reached on 1st July, at the sale of the kennels of Sir Humphrey de Trafford, sixty lots of pointers, English and Irish setters and retrievers, realising over 1,000 guineas.

Puppies and young unbroken pointers and setters can be bought for anything from 5 guineas upwards, according to age and pedigree; and the charges of professional dog-breakers range as high as 10 guineas, inclusive of food, etc., or about 5 guineas, with a weekly charge of 3s. 6d. for food. Many keepers also are permitted to take a few dogs to break, and their charges are slightly more moderate.

KENNELS.—It would require much space to give

different estimates for kennels constructed of bricks and mortar, as the cost of these articles, as also of building, varies in every district. The only way is to compare several tenders from reliable builders in the neighbourhood, and choose the best value for the money. There are, however, several first-class firms that supply ready-made kennels of strong deal framing, covered outside with rustic jointed weather-boarding, and having a roof of corrugated iron, lined with felt and match-boarding. By way of giving a rough idea of the cost of these excellent kennels, the two following are selected from the catalogue of a well-known maker. They are, of course, supplied in sections, so as to facilitate removal. The first, which costs about £47, has alternate benches and kennels, the latter measuring 9 ft. × 9 ft. The second, carriage paid, costs £42, and it has six houses and yards, each kennel measuring 6 ft. × 5 ft.; height, 6 ft. to eaves, and 7 ft. 6 in. at ridge. The yards are 6 ft. × 6 ft., and the rails are 6 ft. high. The inside kennels are fitted with single folding benches. Each yard is provided with gate and dog-trough. There would, of course, be an additional expense incurred after erection for a concreted floor, also for fencing for the yard.

J. W. BOURNE.

FERRETS

PURCHASE AND BREEDING. — August is undoubtedly the best month in which to purchase ferrets, as they can then be bought at from 2s. 6d. to 3s. 6d. apiece, and the purchaser has plenty of time in which to become acquainted with them before they are required for use. In season, *i.e.* between October and March, full grown animals fit to work fetch 5s. each, little or no difference being made between the white and dark varieties. At the end of the rabitting season, bucks are at a discount, and their price drops to 1s. 6d. or 2s., because they are a nuisance to their owner, owing to the necessity for keeping them in a separate hutch. Does, however, being always useful for breeding purposes, maintain their price. Small ratters command 5s., the same price being realised by larger line ferrets, but animals specially selected from a large stock fetch as much as 7s. 6d. apiece. The nearer the cross approaches to the wild polecat, the more valuable is the progeny. An uninjured polecat should fetch £1, while the young from a first cross, may, if quiet to handle, be worth 10s. each; those of the second cross 5s. Stud fees are not recognised, but a buck can as a rule be borrowed, and an offer to keep one for a few months is not regarded as unacceptable by the majority of owners.

COST OF KEEP AND SANITATION.—The keep of ferrets is but a small item. Taking, by way of illustration, the keep of ten animals for a period of six months, 25s. should more than cover the whole food bill. Their staple food is bread and milk, and, as stale over-day bread may be purchased for about 10d. per stone, and skim milk costs but 1d. for from 2 to 4 pints, the outlay is, it will be seen, not excessive. In order slightly to vary the diet, a few dead rats and birds, costing nothing at all, may be given from time to time, and sheeps' paunches, washed and scraped, may be had for 1½d. or 2d. each. As regards the sanitary department, the hutches capable of accommodating the said ten ferrets may be whitewashed with a pennyworth of lime, to which may with advantage be added a pennyworth of chloride of lime. The job can be done in less than an hour, and need be repeated only once a fortnight. Indeed, some repeat it only once a month. Disinfectants are not largely used, and may, if purchased in bulk, be got so cheaply, that a halfpenny a week would be ample allowance for this department. The item for bedding, though a trivial one, must not be overlooked. Wheat straw, which averages about 2s. per cwt., is the best for the purpose, and a cwt. would be enough (allowing for a fresh supply twice at least each week in the larger hutches and once daily in the smaller) for six months.

COST OF HUTCHES.—There remains only the cost of yards, courts and hutches, and it is here that the

fancy of the individual has most generous margin for exercise. The buildings may range in price from 1s. to £100, but for £5 a very useful hutch for ten ferrets could be built. The appurtenances are few, the chief being food-troughs of enamelled iron, which cost about 2s. 6d. each.

NICHOLAS EVERITT.

SHOOTING BIG GAME

SCANDINAVIA

BEAR and elk in the forests, reindeer on the fjelds, or mountain districts, red deer on certain west coast islands (nowadays all leased to Englishmen) —these are the chief game of the Scandinavian peninsula, and the expense of shooting in this part of the world has greatly increased of late years, owing to the far larger number of sportsmen now visiting the country. Thus, various tracts of elk forests, nearly a thousand English square miles in the aggregate, the hire of which cost me but £46 per annum ten or twelve years ago, is now let to several sportsmen at a total charge of over £300 per annum. It is absolutely necessary, by the way, to hire a large tract in this way under written contract if there is to be any reasonable prospect of sport; and the sums asked for rent vary considerably in different districts.

I.—ELK.

RENT.—As a general rule the calculation may be based on a payment of about 55 kroner (about

£3) for each "elk-hunting right," or, in other words, between £50 and £60 for a large tract of forest with the right of killing fifteen or twenty elks in the woods of the various owners. The aforementioned tracts rented by myself in past years for £46 included no fewer than 58 elk-hunting rights. But everything is more costly there now, and a far higher aggregate sum than even the above will be asked, and given, in good elk districts, where there is comfortable accommodation for sportsmen, and a tolerable certainty of bagging several head. The elk-hunting rights in the State forests (Stats Almeninger) are now periodically let out in different lots to the highest bidder for some three years at a time, and all information concerning any that may be available can be obtained either direct from the Government Forest Officials, or through the British Consul at Christiania or Trondhjem.

SERVANTS, ETC.—A Jaeger, or follower, to accompany the sportsman, would charge for himself and elk-hound about 6 kroner a day, exclusive of keep. A less sum would be paid if for the season, but it must be borne in mind that it is futile for any one inexperienced at the work to attempt hunting without the help of a skilled hunter and trained dog. Excellent travelling servants, tolerably good cooks and speaking English fluently, can be procured at Christiania, Trondhjem, or Bergen, and their pay is usually from

4 to 6 kroner a day, keep and travelling expenses additional.

HOUSE RENT, LIVING, ETC.—The time it is proposed to stay, as well as the length of purse available, must rule the sums expended in rent and living. Stores of every description, tinned provisions of the best brands, and excellent wines can be procured in the above-mentioned towns. As for rent, it would amount to something under £1 a week—indeed, that sum would not in all probability be much exceeded if we include fresh meat and dairy produce.

LICENSES.—In the proposed new Game Laws for 1899, all foreigners desirous of shooting in the country will have to take out a preliminary license for 50 kroner. [This will not, by the way, entitle them to shoot reindeer in the fjelds, the license for which will remain, as at present, 200 kroner.]

GENERAL COST OF ELK TRIP.—It is now simple, with the foregoing details, to make a rough estimate of a month's trip after elk. The following table shows the maximum expenditure for one person. With a companion to share expenses, some of the items would, of course, be reduced. It would also be possible to acquire a smaller number of hunting rights, but there would be the corresponding re-

duction in the chances of bringing three or four bulls to bag.

SUMMARY OF FOREGOING EXPENSES.

	(1 person for 1 month).
Return Voyage from Hull (or London) to Norway by Wilson Line . . .	£6 0 0
Food, Steward, etc.	3 10 0
Norwegian Tolk, or Travelling Servant (5s. per day)	7 10 0
Food and Travelling Expenses of same .	8 0 0
Stores, Wine, etc.	15 0 0
Hunting Rights	50 0 0
Hunter and Dog (with keep for one month)	10 0 0
Sportsman's Travelling Expenses in Norway	8 0 0
House Hire (with fresh meat, butter, eggs, cream, milk, and wood) . . .	5 0 0
Shooting License	2 5 0
	£115 5 0

II.—REINDEER.

The expenses attending a trip to the reindeer fjelds would be considerably less, as no charge is made by the Government beyond the £11 license to shoot them. For each pack-horse and man the peasant farmer usually charges 6 kroner a day, or rather more if the distance is exceptionally long, and the travelling very steep and heavy. A good reindeer hunter asks about 6 kroner a day for himself and dog, and a certain amount of provisions is usually given in addition to his own, as well as a bottle or two of aquavit. Tents, of course, are required on

such an expedition — made, for choice, of strong material, and having ridge poles, their inner lining being of horse-cloth. A good portable cooking canteen is also indispensable, and stores can be laid in according to fancy. It would be idle to give detailed cost of provisions, as these are matters of individual taste. Most of the pack-horses are usually sent back shortly after arrival, one being generally retained to convey the carcasses of the slain reindeer back to camp.

If camped near a Sæter (Mountain Dairy Farm), the sportsman can procure any quantity of milk, butter, cheese, and cream at reasonable prices, and he can almost always get trout from the fjeld lakes and streams.

III.—BEAR.

It is unnecessary to give details of this sport, as so few Englishmen are likely to follow it for any length of time. It may, however, be mentioned that no foreigner has any legal right to hunt even bear in Norway without the permission of the owner of the forest. This is, however, readily granted in the majority of cases. It is absolutely essential to have an experienced local hunter—wages about 3 to 4 kroner a day, besides keep—who owns a good bear-hound, and knows the habits of bears and the localities where they may be found. Any one really contemplating engaging seriously in this sport should buy (for anything between 100 and 200 kroner) a

good bearhound. The premium paid by Government for every bear killed is 25 kroner.

Nothing has been said in the foregoing remarks on the cost of battery, but it may be mentioned that, for bear shooting, nothing is likely to beat a ·500 double Express, costing, according to the maker, from £30 to £50.

GERARD FERRAND.

INDIA

[Mr. J. D. Inverarity has kindly rendered invaluable assistance in compiling the following notes.—EDITOR.]

THE sportsman content with a small camp may get excellent shooting in parts of India at small expense. Large camps are, in fact, a mistake, as the jungle villages are small and unable to supply the wants of a large number of sportsmen.

TENTS.—For a single sportsman all that is required in the way of tents is an 80 lbs. Cabul tent for himself, and a rowtie for the servants. These will cost, new, respectively 100 Rs. and 75 Rs., or, second-hand, about half these prices. Tents can also be hired at any of the Presidency towns at prices varying from 10 to 15 Rs. a month each. Should larger tents be required, a single pole tent will cost about 300 Rs.

The Cabul tent has, however, many advantages. Its weight is but 80 lbs., and it is easily put up, while its double roof is a good barrier against sun and rain alike.

HORSES.—At least one horse is necessary for Indian shooting. Indeed, two are desirable. A good-sized strong tat, or Indian pony, serves every purpose, and would cost about 100 Rs. For a horse, much heavier prices would rule, but suitable Arab, Australian, or country-breds should be procurable for 300 or 400 Rs. apiece.

SERVANTS.—The single sportsman should want no more than a butler, a cook and one or two men to do odd jobs about the camp. The wages of the butler and cook will be about 15 to 20 Rs. each a month; of the camp men or boys, about 8 to 10 Rs. a month—of course they are fed in addition. Each horse must have its *ghorawalla*, or groom, with wages of 10 to 12 Rs. a month. In hiring servants for a shooting trip only, it is necessary to pay rather more than the wages for servants in regular employ. The villagers at each camping-place will always assist in putting up and taking down tents, bringing bath-water to camp, grass and bedding for the horses, as well as other little services. All this volunteered labour should be scrupulously paid for at each change of camp. When camping in the jungle, away from any village, it is necessary to employ a water-carrier. His pay should be 4 annas a day.

SHIKAREES.—Shikarees get from 4 to 8 annas a day.

BEATERS.—The cost of beaters varies in different districts, the usual pay in the remoter jungles being 2 annas a day each, whereas, in more civilised parts, as much as 6 annas a day is asked. As it is often a matter of some difficulty to get beaters, all those who come should be employed and none sent away. Many of them have walked miles to the camp. On days when a tiger is shot, it is usual to give double pay all round, as well as a rupee or two to any that have done conspicuously well. In like manner, when a panther or bear is shot, each beater may with advantage receive an extra anna. When, as sometimes happens, beaters collect in anticipation of a beat that does not take place, they should, of course, receive their full day's pay. After the day's beat, they should all be paid on the ground before starting back to camp, and by the sportsman himself. They sit in groups, according to their villages, and the sportsman should take a large bag of 2-anna pieces and pay each man his due. It is important to bear in mind the fact that in the jungles the older coins, such as rupees of the East India Company and those of the earlier portion of the Queen's reign, are not considered by the villagers as valuable as the later patterns that bear the Queen's head crowned. The very practical reason of this is, that the grain-dealer allows them only 15 annas to the rupee on the older coins as against 16 on the new. The object of paying

the beaters on the ground is to enable them to disperse at once to their own villages, instead of compelling them quite unnecessarily to walk several miles more back to camp.

STALKING.—About six men go always with you when stalking—two trackers, two to carry provisions, and two to cut up and carry the game, or, at any rate, in the case of heavy game, to go back to camp for a cart. Their pay is 4 annas a day each; and the trackers get 8 annas a day each, besides their food. Tips to each man are not out of the way at the close of the trip. They should be proportionate to the sport enjoyed, the trackers getting, perhaps, from 5 to 10 Rs. each, the others from 3 to 5 Rs.

Should you be accompanied by one or two police constables, who are generally good shikarees, and collect the beaters, they may get a tip at the rate of 10 or 15 Rs. a month, in addition to a proportion of the Government rewards.

PROVISIONS.—With the exception of milk, fowls, and an occasional kid, nothing is procurable up country in the way of provisions. Everything must therefore be taken. No fresh meat can be procured on the trip, for it is not desirable, when after big game, to disturb the jungle by firing at deer or birds. Fowls cost from 1 to 4 annas each, and it is not a bad plan to take a couple of dozen as reserve in case there is a difficulty in buying them later. Consumable stores in tins, as well as liquor, can be bought

at most of the Presidency towns as good as at home. Milk can only be had once a day, as Indian cows are milked in the morning only; unless at once boiled, it will not keep sweet for more than two or three hours.

PROVISIONS FOR SERVANTS.—By far the best plan is to get a native grain-dealer, or *Bania*, to accompany the camp throughout the trip with a stock of rice, ghee, flour, condiments, curry stuff, and other supplies. He feeds the men at a cost of 2 annas per head each day, and you also pay the hire of his cart, or carts, at 12 annas a day each cart. The *Bania* knows what is required and takes it. If his supplies show signs of giving out, he sends a cart to his shop for more.

FOOD FOR HORSES AND BULLOCKS.—A supply of grain has to be taken for the horses, the quantity being calculated according to the number of horses and length of the trip. A large quantity need not be taken all at once, as more can be sent for when required. Eight annas a day per horse should cover the cost of grain. Grass can be got anywhere, about 2 annas per head being paid daily to the villager who cuts and brings it to camp.

Bullocks are fed on Jowari straw and grass, the cartmen making all arrangements for their feed. This is sometimes included in the hire, sometimes not. If not, each bullock would cost about 2 annas a day.

BATTERY AND AMMUNITION.—A double .500

Express Rifle, costing about £52, 10s., and perhaps an 8-bore, costing £30, would probably meet all requirements. Rifle cartridges should be of solid brass, and the sportsman should load his own, 20 at a time, as required. If bought ready loaded, they should be ordered from a reliable firm in England, soldered in lots of 20 in tin boxes. In this way they remain good for years. Shot cartridges can be bought quite good in any of the Presidency towns from 9 Rs. the hundred upwards.

CARRIAGE.—Railway expenses work out in India at less than English rates, and tents and baggage can be sent forward by goods train. As an example of a trip to the hills, the fare from Calcutta to Rawal Pindi (return available six months) is Rs. 199.08 first class, and Rs. 99·08 second class. From Bombay to Rawal Pindi the return fare would be Rs. 172.08 first class, and Rs. 88·08 second class. First-class passengers would be allowed 120 lbs. of baggage, and second-class passengers 66 lbs. The P. & O. fares from London out and back are to Bombay and Calcutta (return available six months), first class, £87, 10s.; second class, £54 and £59. The common mode of transport over the greater portion of the Indian peninsula is the bullock cart. The number of carts required depends, of course, on the size of the camp. They should be hired for the whole trip, and each costs 12 annas a day. It is not unusual on these expeditions to camp for some days at one spot, during which time the carts do not work. This

is very good for the bullocks, as these animals have mostly a hard life of it. Some people effect a slight economy by hiring their carts as required from camp to camp, and not for the whole trip; but the saving is a slight one, much slighter than the trouble of continually looking out for fresh carts. Camels, which are used in some parts of India, cost, to hire, about 10 or 15 Rs. a month each. A riding camel is a useful adjunct for small game shooting, and would cost 20 to 30 Rs. a month. Up in the higher hills, everything has to be carried on men's heads. Each carrier gets from 6 to 8 annas a day.

INCIDENTAL EXPENSES.—No licenses for shooting have as yet to be taken out in any parts of India, though a complicated system of such payments (*see* p. 127) has recently been introduced in Kashmir. Nor, as in parts of Africa, is it the custom to make presents to any Raja, chief, or official. The Patel, or headman of the village, at each camping-ground should be given 2 or 3 Rs. for a long stay, or 1 R. for a day or two. As already said, small payments should be made to such villagers as have rendered assistance in camp, and 4 annas a day is a fair sum. The sportsman should himself make all payments for milk, fowls, and grass on leaving camp.

The Government gives rewards of about 50 Rs. for each tiger killed, 10 Rs. for a panther, and 5 Rs. for a bear, and these rewards should always be distributed among the shikarees and beaters. Any outsider, too, who brings news of a kill, or of tigers

near his village, should, if the information prove true, receive a rupee or two. If the news leads to a shot, he should get 5 Rs. Although it is a great mistake to fling money about indiscriminately—since 2 or 3 Rs. will keep a man and his family in a jungle village for a month—the sportsman will be well advised in dealing liberally with all who go out of their way to assist him, and paying well for services rendered. He should, moreover, make all payments with his own hand, *direct* to the party who is to get it.

Baits for tying out, usually old and worn-out bullocks, cost 2 to 5 Rs. each. Young buffaloes, from a year to eighteen months cost from 5 to 10 Rs. A small herd should be collected and taken with the camp. From 12 to 20 should suffice for the trip. In some parts, the Hindoos do not like bullocks being killed, but are indifferent to the buffaloes.

[The rupee, by the way, is to-day equivalent to about 1s. 4d. Sixteen annas go to the rupee, and an anna is therefore practically of the same value as a penny.]

SUMMARY OF FOREGOING EXPENSES.

Tents (two) . .	(new), 175 Rs. (second-hand), 85 Rs. (hire), 10 or 15 Rs. a month each.
Horses . . .	100 to 400 Rs. each.
Camel Hire . .	10 to 30 Rs. a month each.
Servants' Wages .	66 to 84 Rs. a month for all that are necessary.

Shikarees . . .	4 to 8 annas a day each.
Beaters . . .	2 to 6 annas a day each.
Trackers . . .	8 annas a day each.
Game Carriers . .	4 annas a day each.

[All servants, shikarees, etc., get their food in addition.]

Each man will cost rather more than 2 annas a day to feed.

Food for each horse .	8 annas a day.
„ „ bullock	2 „ „
Baits for tying out	Old bullocks, 2 to 5 Rs. each. Young buffaloes, 5 to 10 Rs. each.

SOUTH AFRICA

TWO facts are of interest in considering the cost of modern big game expeditions to South Africa. In the first place, the actual cost of inland transport has, thanks to the marvellous spread of the railway system, steadily diminished. On the other hand, and as a set-off, the immense decrease of late years in the game necessitates the further penetration of more and more remote districts in search of it. From the days of Gordon Cumming and Baldwin to even the earlier trips of Mr F. C. Selous in the seventies, the hunter who aimed at the far interior had to toil up country by ox-waggon from the coast of Cape Colony or Natal, a wearisome journey, occupying weeks before even the threshold of the game country was reached. All that is now changed, and the traveller, on quitting the steamer at Cape Town, Port Elizabeth, or Durban, is carried comfortably and expeditiously by rail, and in two or three days finds himself enabled to buy his horses,

oxen, and waggons, and make his start for the veldt. The tastes of the gunner have, of course, much to do with the actual cost of such an expedition. If, like the late Lord Randolph Churchill, he expects to carry every luxury of civilisation on his waggon, and wishes his expedition conducted for him by white men, who demand heavy salaries for their services, he must assuredly be prepared to pay a high price for his sport. But for the average Briton, who can shift for himself with the aid of native servants, the expense of a hunting trip to South Africa is by no means excessive, and the outlay is, of course, further cut down by two sportsmen sharing it. On this basis I give the following hints.

BATTERY.—There is no need of a heavy battery south of the Zambesi now that elephant and rhinoceros are become so scarce. A .256 Mannlicher, or .303 Lee-Metford, accurately sighted for long-range shooting at antelope on the plains, a sporting Martini-Henry, and a 12-bore shot gun, with the left barrel slightly choked—these amply suffice for most present-day shooting in South Africa. For the Beira country, where buffalo and perhaps elephant may be encountered, or beyond the Zambesi, some weapon of heavier calibre may perhaps be fancied. Even against elephant, rhinoceros, or buffalo, however, a double .577, or an 8- or 10-bore weapon of the Paradox type, should meet all requirements. And it should be borne in mind that many sportsmen, who can depend on their nerves and shooting, nowadays

tackle heavy and dangerous game with the .450 Gibbs-Metford or Martini-Henry, or even the .303, using, of course, solid bullets. The cost of any or all of these weapons can be ascertained from any maker, but I may mention that a single Mannlicher costs from £7, 10s. to 12 guineas, while a sporting Martini-Henry costs from £7, 10s. upwards, according to extra finish and sighting. A Lee-Metford would cost from £7, 17s. 6d. to £12, and special express rifles may be procured of various first-class makers at a price ranging from £21 to £70.

Battery, ammunition, and perhaps saddlery, should be purchased in England before going out.

STEAMER AND RAIL.—The fare to Cape Town by either of the South African mail lines is £40, 19s., first class, or £26, 5s., second class. By intermediate steamer the fares are respectively £37, 16s. and £24, 3s. If economy is an object, it may be mentioned as a hint that the second-class accommodation on either of the great lines is surprisingly good, and the comfort is now far in advance of what was experienced by first-class passengers by the same lines only a few years ago.

There are two or three minor lines plying to South Africa, by which the journey can be accomplished at a somewhat cheaper rate, but in rather longer time.

The fare from Cape Town to Mafeking is £9, 15s. 4d.; to Palachwe Road (for Khama's Country, Ngamiland, the Zambesi, Chobi River and the Kalahari) £14, 8s. 2d.; to Buluwayo, £18, 8s. 11d. These

are the first-class fares, and the sportsman may be advised to disregard the great reductions in second-class charges and travel first. The third class is used mostly by coloured folk. Each first-class passenger is allowed 100 lbs. baggage; the excess being charged at the rate of 2½d. per lb. from the Cape to Kimberley, and 3d. per lb. to Johannesburg. The cost of hotels in South Africa ranges from 10s. 6d. to 15s. a day.

HORSES AND WAGGONS.—Sportsmen bound for the Zambesi, Chobi River, Khama's Country, the Kalahari, the Lake Ngami Country, Matabeleland, or Western Mashonaland, may find it slightly cheaper to purchase horses, waggons, oxen, and general stores at Mafeking, in British Bechuanaland. But they will (unless they go to the expense of sending these purchases by rail to Palachwe Road or Buluwayo, or unless the waggon be sent on in advance) inevitably lose three weeks or more by the slow passage of the waggon and oxen from Mafeking.

The question of horse flesh is naturally, in a country like South Africa, where the Cape horse or rather pony, may be used for nearly all manner of shooting, an important one. A fair pony can usually be secured up country for a matter of from £15 to £25, though the fastidious may easily go to £30, or even higher. But for the rough work of the veldt, a pony costing in the neighbourhood of £20 answers, or should answer, all purposes. Even these inexpensive animals are often found to be well

trained to the gun, and a really well-broken hunting pony can generally be had for from £20 to £25. One of the best hunting ponies I ever shot with cost me but £18 in the Marico district of the Transvaal. Another, which my companion bought in Kimberley for £22, was an extraordinary animal after big game, and had evidently been in the hunting veldt before. Yet another admirable pony I recollect, which cost no more than £15. Kimberley may be mentioned as an excellent market for horse-flesh, and if the sportsman will spend a day or two in the diamond town, he will most likely, by attending the morning markets, pick up at reasonable outlay all the ponies he requires. It must be remembered that, by reason of the deadly horse-sickness, which annually carries off about a third of the horses north of the Orange River, horse-flesh increases in value as one proceeds up country; and for this reason nags purchased in Kimberley will probably, even if sent up by rail to Palachwe or Buluwayo, prove better at the money than animals bought at the latter places. Should the sportsman, however, prefer to alight at Mafeking for the purpose of buying his horses, waggons, and stores, he will, both there and in the neighbouring Transvaal, find a large choice at reasonable prices.

When fitting out at Mafeking, Palachwe, or Buluwayo, the hunter cannot, I think, do better than put himself in the hands of Whiteley, Walker, & Co., who may be relied on to deal with him in the fairest manner. "Salted" horses—those that have got over the sickness and are immune—naturally command

considerably higher prices, a good "salted" pony being worth from £60 to £100. Be it, however, remembered that "salted" ponies are not required for operations conducted between the end of May and beginning of November; but if the sportsmen remain in the hunting veldt during the wet season, extending from December to May, they are almost certain to lose most of their "unsalted" horses, in which case it would be almost an economy to start with only "salted" nags. For an average hunting trip, say four or six months, each gunner requires three ponies. The work is hard, and the feeding not over good, and it would not be advisable to trust to fewer, if the sportsmen desire really to bag heavy game. A good native hunter can usually ride, and is often invaluable in finding and spooring game, so that an extra pony for his use is well worth the additional outlay.

A good second-hand, full tent, hunting-waggon can be bought for from £80 to £100, and it will not only carry all the stores required for two men and their servants for a four months' trip, but will also, with kartels, or waggon bed-frames, slung inside, afford comfortable sleeping room. For a prolonged trip it would be better, for the sake of comfort, to take two waggons. The lightest waggons compatible with carrying requirements are to be recommended for trips across the Kalahari, or to Lake Ngami, or across the long "thirsts" towards the Zambesi or Chobi rivers. Light spring waggons can be picked up at a much lower rate than the terribly cumber

some, though undeniably comfortable, Dutch hunting waggons. If the sportsman prefer to hire, he should be able to procure a full-sized tent waggon with oxen at the rate of from £20 to £30 per month, the price varying according to the scarcity of trek oxen. These used, before the rinderpest, to cost from £6 to £7, 10s. apiece, but nowadays their price varies from £8, 10s. to £12 apiece. Eighteen oxen go to a full-sized waggon, twelve or fourteen to one of lighter build.

SERVANTS.—Servants are, unless carefully selected, a source of constant trouble. The hunter who obtains an introduction to Khama, the well-known chief of Bamangwato, as well as his interest and assistance, may reckon on being provided with good and reliable natives. At Buluwayo, Johannesburg, Mafeking, or like centres, it is desirable to get hold of "boys" recommended by some reliable white man. The wages of native servants run much as follows: Driver £2, 10s. per month; Cook £2 to £2, 10s; Leader (sometimes known as "foreloper") 10s. to £1. Horse-boys get about the same money as leaders. A driver and leader are attached to each waggon, and one boy can look after three or four horses. There is little grooming in the veldt. The services of the cook can, of course, be shared by two or three white men.

STORES.—Stores, groceries, liquors, etc., required for a long trip can now be obtained at the large up-

country stores at exceedingly moderate prices. The completion of the railway to Buluwayo has yet further lowered the cost of transport, and every possible necessary in the way of tea, coffee, sugar, tinned provisions, vegetables, fruits, and jams, can be obtained at prices that, taking into fair consideration the cost of sea and land transport, compare very favourably with those asked at home. A complete list of the stores ordinarily required for a hunting trip would occupy a good deal of space. Such a list I have given in the last chapter of my book "Gun and Camera in Southern Africa," and many of the articles therein mentioned are now, for reasons already given, considerably cheaper. A hint for the comfort of all concerned may here be given, though it has no bearing on the question of cost: It will be found to save endless trouble and loss of time if every package be numbered, and its contents registered in a list.

For the sum of £50 or £60 two sportsmen should be able to buy about as much in the way of stores of all kinds as should suffice them for four or five months' hunting. A few sheep or goats, costing from 8s. to 12s. apiece may very well be driven along with the waggons to afford a supply of meat during the early days of the trek, until game is encountered; but, from the time of fairly entering the game veldt, the sportsmen should be capable of supplying themselves and men with all the meat required. It is worth knowing that, unless or until game is found, the minor servants are content to feed on mealie

meal porridge, with or without milk (which is not always obtainable), only receiving a little coffee and meat as a treat now and again. When game meat is plentiful they should, of course, be given a good supply. The driver and cook, by the way, are allowed coffee, sugar, meal, and meat daily. Mealies (*i.e.* maize) are always taken for feeding the horses, and their price varies greatly with the seasons. In time of drought they may run up to 15s., £1, or even £1 10s. per bag of 204 lbs., though the last-named is an exceptionally heavy price. In good corn years, mealies can be bought for from 5s. to 10s. per bag. In the hunting veldt, Kaffir corn, a kind of millet, can be bought at the scattered native kraals at the rate of about 5s. to 7s. a bag, though in bad seasons the price may be considerably higher.

Those who are setting out for Mashonaland, more particularly for the excellent hunting-grounds beyond the north-east angle of the Transvaal, will find their outfit reasonable enough, and for £60, judiciously laid out, two men should be able to provide themselves with all necessary stores for a trip of three or four months' duration, though the endurance of the stores depends largely on precautions being taken against pilfering. Much of this, again, depends on a reliable head driver. Indeed, with a good driver and cook, the success and comfort of the trek are practically assured. The stores are always stowed under the kartels; sugar, tea, and coffee in use being preferably locked away in the *forekist*, or waggon

box. Horses, oxen, waggons, and outfit can be procured at Johannesburg and elsewhere in the Transvaal for about the same prices as those already given. Some prefer donkeys to trek oxen, but, though somewhat cheaper (being worth, since the rinderpest, from £5 to £7 apiece), they are much slower, moving at little more than half the pace.

SADDLES.—A few words may here be said on the important subject of saddles. In the foregoing notes I recommended taking these out from England, though this is by no means necessary nowadays, as very fair saddles can be bought for £5 or £6 apiece, with bridles at proportionate prices, at Kimberley, Mafeking, Johannesburg, Palachwe and Buluwayo. It is a very common mistake, especially among new-comers in South Africa, to use too heavy a saddle; great cumbrous articles of military pattern being much in vogue. A strong and light ordinary saddle, provided with plenty of Dees, for carrying saddle-bags, water-bottle, and other necessaries, will be found far preferable for the rider, and far more comfortable for the horse.

LICENSES—Sportsmen should bear in mind that there are now game laws and game licenses in Africa and should make themselves acquainted with details of local variation. For instance, in the Transvaal, licenses of from £3 to £10 are required for heavy game. In the Bechuanaland Protectorate, again, it is neces-

sary to take out a £75 license for a party of five or under, in addition to a payment of £25 to the chief of the country to be hunted in. In Portuguese South-East Africa strangers must take out a £50 license, while in Zululand no big game shooting whatever is allowed without special permit. A very handy *résumé* of game laws and licenses for South Africa is to be found in Samler Brown's guide, obtainable at the offices of Messrs Donald Currie.

CONCLUDING NOTES.—From the foregoing figures it will be realised that the initial cost of a hunting expedition south of the Zambesi is, if carefully planned, not alarming. The hunter may, with average luck, expect to get back a fair proportion of his outlay on his return to civilisation. True, he may lose a certain number of his oxen, or he may fail to get back the whole of his original purchase money on those that survive, by reason of their poor condition after hard and rough travelling. But he should be no very heavy loser. His waggons will fetch fair prices. For his horses he may even get rather more than he gave, and any surplus stores will sell easily. For guns and rifles he will almost certainly obtain a price in advance of that paid on them at home. He must, in any case, have paid for his keep, whether in the hunting veldt or out of it, and his waggon will not have proved an expensive lodging.

SUMMARY OF FOREGOING EXPENSES.

Battery	. .	from £25 upwards per man.
Ammunition	.	„ £10 „ „
Travel from England		„ £45 to £60 per man (exclusive of hotels and excess baggage).
Horses	. .	„ £15 to £60 each.
Oxen	. . .	„ £8, 10s. to £12 each.
Donkeys	. .	„ £5 to £7 each.
Waggon	. .	„ £80 to £100.
Servants	.	about £7 per month per waggon.
Stores (for two)	. .	£60 for four or five months.
Horse Feed	. .	10s. to 30s. per 204 lb. bag.
Saddlery	. .	from £7 to £10.
Licenses	. . .	£3 to £75 (besides presents to chiefs if in Bechuanaland Protectorate).

H. A. BRYDEN.

MOROCCO

MOROCCO is, for some reason or other, regarded as a possible venue for big game near home, but, though there is a fair sprinkling of wild boar (mostly, by the way, reserved for pig-sticking), a wild sheep and some small deer or gazelles, and though an occasional lion may be heard of in the southern provinces, it is better to regard partridges and rabbits, with quail and snipe at the right season, as the chief game. Still, these are to be found in the

right spots in plenty, and, for the rest, Morocco is so favourite a holiday playground among Europeans, that it seems desirable to give a few hints as to the cost of trips. These are less expensive than in most parts of Africa. The usual shooting trip is from forty to fifty days.

The cost of a mule at the coast would be from 80 to 90 dollars, and of a horse 40 to 50 dollars; but it is more usual to hire the beasts by the day, which comes to about 5s. for a horse and 4s. for a mule. In both cases, food and English saddle are included. Baggage animals (mules) may be hired at about 3s. 6d. a day. A party of four sportsmen would require about seven animals. Any animals lost on the trip would, of course, be paid for to their full value as arranged.

TENTS.—About four tents would be required for such a party; one dining tent, two for sleeping, and a kitchen tent. Each of these could be hired for 4s. a day apiece, or complete, with beds, tables, and kitchen furniture, 6s. a day, at Tangier, but they are perhaps better brought out from England.

SERVANTS.—A reliable guide should be taken whose pay would be not less than 10s. (sterling) a day, in addition to which he gets food and horse; a Moorish soldier must also be taken as guard, and he would receive 4s. a day and his food. The number of servants required would necessarily depend upon the number of sportsmen in the party. Thus, whereas

one man would require three servants, a party of four would not want more than five. A cook would also be taken, his wages being at the rate of 4s. a day.

It is not necessary to give presents to the native chiefs, but any guards that they send to camp should be given half a dollar apiece each night.

Pig-sticking, which commences in the late autumn in the neighbourhood of Hawarra, an hour's ride from Chaf-la-kab, or four from Tangier, lasts nine or ten days at a time, and would cost about £1 a day to any one taking a spear, and perhaps 15s. for those who merely look on. There are three meets during the winter, and boar are very plentiful.

Sir Arthur Nicolson, writing from the Legation at Tangier, informs me that the boar in the neighbourhood of that port are preserved by the Diplomatic Body, and that permission to shoot them in the preserves must be obtained from the Legation. He also cautions intending visitors to bring their guns to Tangier, and procure from the Legation a pass for their admission, which is otherwise difficult at the coast ports.

Morocco may, of course, be reached overland, *via* Paris, Madrid, and Gibraltar, the fare being £22, 17s. 6d. first-class return (tickets available 45 days), or by Messrs Forwood's boats, which visit the coast ports, the first-class return fare to Tangier (returning *via* the coast ports and Canaries) being £21. Some people take the P. & O., or other large steamers to Gibraltar (first-class fare £10), and cross in the small boats, running several times a week, to Tangier.

F. G. AFLALO.

BRITISH COLUMBIA

[I am indebted to Mr J. Turner-Turner for assistance in compiling the following few notes.—EDITOR.]

IN few branches of shooting is there so much variation of expense as in camping out after big game, for there enters the question of living expenses, on which each man has his own opinion. What to one man is a mere necessary of life will be scorned by another as a superfluous luxury. Two men used to the game could probably get through a three-months' hunting trip in the Rockies at a total cost, exclusive of battery of about £300, whereas the novice would perhaps get through half again as much. September, October, and November are the best months.

SERVANTS.—A good hunter, who would provide camp outfit, would receive 30s. a day. He must be engaged before leaving England. The cook would get 10s. a day, an extra man likewise 10s. Indians for carrying the packs would cost 4s. each a day, and 1s. apiece to feed. The squaw would pack 200 lbs. on the flat; the buck, 100 lbs. If using canoes, extra must be given to the captain, but a greater load can be carried.

HORSES.—Riding horses would cost 1s. a day, four being required. Pack horses would, in like manner cost 1s. a day, and from five to eight would be required.

PROVISIONS.—The amount and cost of provisions taken on these trips depend on individual notions of luxury. Only flour, rice, sugar, salt, and a little bacon and beans are strictly necessary.

BATTERY.—The following would be a useful battery for such an expedition: a paradox gun, costing £25, with a limited number of hollow bullets filled with beeswax. [It is a great mistake to take too many bullets, and far better indeed to take a mould and cast as required.] A second-hand 500 express, costing perhaps £20, might also be wanted, or a couple of Winchester repeaters, with sights properly adjusted, would serve the purpose, and would cost about £5 apiece.

OTHER ARTICLES.—A good knife for hunting would cost 50s., and an equally good weapon for skinning would come to about 8s. A canteen would cost 50s. A pair of good field-glasses might be got for £4, not less. A valise, for carrying bedding and apparel, costs anything from 15s. upwards, and is most useful. Three good blankets should be taken. Boots are replaced by the more convenient moccasins, and, indeed, for autumn hunting, nothing can be better than the cheap sand-shoes sold at 2s. 6d. the pair.

TENT, ETC.—It is best to purchase the tent out there, and one suitable for the purpose can be picked up at the nearest large town for a few dollars. The bell-tent is not so good as the A-shape, for which

poles are cut on the camping ground. Pots and pans and a Dutch oven are all best left to the hunter. Those who would ride in comfort should take their own saddle out from England. Articles purchased at the last town before reaching the hunting grounds will cost about double the English prices.

LICENSE.—The license to hunt big game in British Columbia costs £10.

FARES

Liverpool to Montreal, 1st class . . .	£12	0	0
Montreal to Victoria, 1st class (taken in London)	14	2	7

REVOLVER SHOOTING

WEAPON AND AMMUNITION.—A good revolver costs between £4, 10s. and £7, 10., and ammunition comes out at about half a crown per box of fifty cartridges. On a small scale, therefore, and practised only at odd times by way of occasional amusement, revolver shooting cannot be regarded as a very costly form of sport. The cost of the weapon may, of course, vary somewhat, but, while it is not advisable to waste time with inaccurate and dangerous cheap revolvers, the very expensive patterns merely differ in appearance. Thus, an £85 weapon may be nothing more than an ordinary £5 one incrusted with ivory and silver *repoussé* work. The chief item of expense lies, as will be easily imagined, in the ammunition, for whereas a few hundred cartridges per annum will suffice the rifle shot, the necessary practice in revolver shooting involves the use of thousands. A morning's work, practising, say, an hour and a half quick firing (six shots in twelve seconds) at moving targets, will soon get rid of from 200 to 250 cartridges, and those who shoot much in matches may get through from 12,000 to 15,000

cartridges in the year in the course of their training and practice between the matches. Home-loaded cartridges are so generally unsatisfactory as to be no real economy.

Used with black powder, a revolver should shoot well for several years before it requires a new barrel; but with nitro or smokeless powders, judging at any rate from a somewhat limited trial with the latter, a new revolver would be wanted every year.

TARGETS.—Cardboard targets are cheap, and can be re-patched, but a suitable earth bank behind the targets involves some expense. A set of disappearing targets, similar to those at Bisley, and necessary if one is to score well there, would cost anything between £35 and £80.

BISLEY EXPENSES.—The bare entrance fee for most of the revolver competitions is 2s 6d. per entry. The first prize in each competition is £5. There is an aggregate of £5 for all unlimited entries, a similar aggregate for all limited entry series, and a Grand Aggregate also of £5.

In the limited entry competitions a very good shot may gain a trifle, as he would probably win an average of £1 in each, also winning £2 in that aggregate. In the unlimited competitions, he should, being careful to make not more than eight entries (at 2s. 6d. each) in any one competition, manage to

pay expenses by winning £1 prize on the average in each. If he then get £4 in the aggregate and £2 in the Grand Aggregate, he will thus put himself a few pounds to the good on the whole Bisley shoot. Deducting, however, all his Bisley expenses, railway and otherwise, he will find that, so far from making money over the present number of prizes, he must, however well he shoot, be prepared to pay fully £10 for his amusement.

The various revolver shooting clubs have, as a rule, an entrance fee of a guinea, with another guinea for annual subscription, and a few shillings for entry for the championship competitions. The entry may amount roughly to 1s. per six shots, unlimited entries (each shooting day) and a "spoon" value of perhaps 7s. 6d. is given for each ten entries. Winners are handicapped one point for every spoon won, but not more than six points in all. There are also handicap tournaments. This handicapping, of course prevents, as it is intended to, any one member winning many competitions, but a good shot can about pay his entries. From these few notes it will be apparent that revolver shooting in competitions must be followed, if at all, for pure love of the sport, and not with any view to gain. From that standpoint, it is a foregone failure. [It is desirable to live on the spot during the Bisley fortnight, and a good "hut" may cost £300 to erect, the N.R.A. charging a rent of £39. A stable tent might cost £10. The "hut" may not be used during the rest of the year.]

SUMMARY OF FOREGOING EXPENSES.

Cost of Revolver . . . £4, 10s. to £7, 10s.
„ Ammunition . . 2s. 6d. per fifty cartridges.
Set of disappearing targets . £35 to £60.
Bisley expenses . . . 2s. 6d. per entry.
Club fees—about £1, 1s. entrance, and £1, 1s. annual subscription.
Entries—1s. per six shots.

WALTER WINANS.

FISHING

British Islands Generally

FISHING is a sport that, in one form or another, comes within the means of all. Broadly speaking, there is good salmon fishing for those who can afford it; good trout fishing available to men of very much smaller incomes; and coarse or sea-fishing open practically to all. Facilities in travelling, and the comparatively modern practice of many hotel-keepers renting salmon and trout water for their visitors, have, however, combined to bring the more expensive branches of sport within the reach of many who, but a few years ago, could not have afforded them.

LICENSES.—In *England and Wales* a license must be taken out for **salmon** fishing. It is available only for one river, and does not entitle the holder to fish for salmon in other rivers. The cost ranges, on different rivers, from 5s. to £1 for the season, and on many waters, monthly, weekly, and even daily licenses are issued.

On many rivers in England and Wales it is

necessary to take out a license for **trout** fishing, and this costs for the season from 1s. on some rivers to 10s. on others. As with salmon, monthly, weekly, or daily licenses are issued on many trout streams. No license is required in *Scotland* for either salmon or trout.

In *Ireland*, the universal charge for a salmon license is £1, available for all the rivers in that country. (*See also* TABLE OF LICENSES, page 119.)

[Having heard more than one complaint to the effect that fishery bailiffs in the different Irish districts endeavour to compel anglers to take out a fresh license for the district in question, in direct breach of the law in the matter, I applied to the Inspectors of Irish Fisheries for the remedy. They inform me that, while bailiffs have no power whatever to compel the taking out of fresh licenses in this manner, the one license being available for the season throughout the island, it is quite conceivable that "local Conservators, who own fisheries, and who are naturally anxious to increase the funds of their own district, might refuse permission to fish in their private waters unless by the holder of a rod license issued in the district in which the fishing is situated." This puts a totally different construction on the matter, and I venture to hope that the explanation may set a vexed point at rest.—EDITOR.]

CLOSE SEASONS.—Though not intimately associated with the question of cost, a note on the close seasons may be useful in their bearing on the fishing season on different rivers for which rent is paid. The dates and duration of these close seasons vary considerably in different parts of the United Kingdom. In *England and Wales* the close season for **salmon** must begin not later than 1st December, and must

last for at least ninety-two days. For **trout** in these countries it must not begin before 1st September, and must last for not less than 123 days. The close season for **salmon** in *Scotland* and *Ireland* begins on some rivers as early as September, but, on the majority of rivers in Scotland, except in the isles, it is from 1st November to 10th February. There are, however, over fifty exceptions. There is no close time for **trout** in *Scotland*, and in *Ireland* it is the same as for salmon. The close time for **coarse fish** is from 15th March to 15th June.

SALMON FISHING.—The rent of a good portion of a salmon river may run into a very large sum. Much of the salmon fishing, more particularly in Scotland, is let with the shooting. Taken by itself, the rent of a salmon angling water varies between tens and hundreds of pounds. It is quite impossible to make any definite statement as to the rent of a stretch of salmon water. All that is possible to say is, that in Devonshire and Ireland the rents are much less than in Scotland, where some pieces of salmon water have lately let at a yearly rent of over £1500. A keeper's wages will be from £1 to £1, 10s. a week, and the gillies 15s. to £1 a week. During the past season (1898), the cost of salmon waters rented in Scotland was about £5 to each salmon caught. As already indicated, however, it is nowadays possible to enjoy good salmon fishing without taking a river or a part of a river, for many hotel proprietors take good

stretches of water, and allow their guests to fish either free, or at a charge ranging to as much as £4 a day. Local associations also issue tickets on portions of some rivers at charges running from a few shillings upwards. The charges for a day's or week's fishing vary largely, according to the time of year. On some rivers, and on lakes that contain salmon, a boat and man are necessary. The charge for these is from 5s. 6d. a day (and the man's lunch) upwards. Thus, taken all round, fairly good salmon fishing should cost those unable to rent their own water, from £1 a day upwards, with living expenses. The minimum initial cost of an outfit for salmon fishing may be set down at £10.

TROUT FISHING.—Although considerably less expensive, trout fishing may run into a good deal of money in *England*, more particularly on such rivers as the Test or Itchen, on which quite a small stretch may let at a rent of £100 or more. If he who intends renting a trout water looks about carefully, he may very often get a nice piece of water at an extremely low rent. I know of one on which another rod and myself caught over 300 trout, from half-a-pound up to over three pounds in weight, in 1897, and that only fishing when we had a few days to spare at a time during the season. This water was within 50 miles of London. We paid a rent of £5 a year, and 10s. a month to a man, who works on the farm adjoining, to see that the water was not poached.

Naturally, the nearer a water is to London, the greater will be the rent, and the rents of dry-fly waters are much greater than those of wet-fly waters. Here, however, caution and knowledge come in very useful again, for I know of a nice little piece of excellent dry-fly water close to London, let at a rent of £15 a year. A good piece of dry-fly water cannot, however, as a rule, be had for a rent of less than £100 a year. The rent of a wet-fly water in Devonshire, the North of England or Wales, is less, and a great part of the trout fishing in Scotland is free. In *Scotland*, *Ireland*, or *Wales*, very good trout fishing may be had, either free or at very small cost, by guests staying at hotels situated on the banks of trout waters. Free trout fishing in *England* is rare, but there is plenty to be had for from 2s. 6d. a day upwards, according to the quality of the fishing. A fair proportion of the best trout fishing in England is in the hands of small clubs, with limited membership and subscriptions varying from £5 to £50 a year. The charge for boat and man, where necessary, comes to from 5s. 6d. a day upward. Thus, good trout fishing should cost the fisherman, with hotel expenses, from 10s. a day upwards, that is, if he does not rent his own water.

It should, however, be remembered by those who, either on their own account or with others, propose to take a trout fishing, that there are expenses beyond the bare rent. In the first place, a keeper will be necessary, and, if the water is of sufficient extent to require all his attention, his wages cannot be set down

at less than £50 a year. Secondly, there is in many leases a stipulation to the effect that the water must be kept in proper order, and such matters as the cutting of weeds must be carried out at the tenant's expense. Lastly, the owner sometimes makes the tenant agree to keep up a good stock of fish; and it will, apart from any such covenant, be found advisable to turn in a certain number of yearlings or two-year-old trout every year. Yearling trout may be obtained from most hatcheries at a cost of from 30s. to 40s. the hundred, or £10 to £15 the thousand. The cost of an outfit for trout fishing depends on the sort of fishing contemplated. Thus, if wading is necessary, a matter of at least 30s. is at once added to the cost of the angler's kit. Generally speaking, a rod for fly-fishing for trout may cost anything from 15s. to £8, but a very useful rod may be had for 30s. The dry-fly fisher will have to give more for both flies and cast than he who uses the wet fly. Not only so, but the finer casts wear out more rapidly, and a greater stock is therefore necessary. A good trout reel can be bought for about 10s. It is a great mistake to buy very cheap tackle. The fisherman who makes his own flies adds very considerably to his enjoyment, and also, if he should fish much, effects great saving. The materials used in fly-making are cheap. The most costly item is the vice, if one be used, and a good one is worth about 10s. The materials for salmon flies are much more expensive, but a vice is not generally used. The amateur tier of salmon flies would probably be able to make a

start with £2, adding gradually to his stock as occasion might require. Many of the feathers used in making trout flies, as those of the starling, are easily procured without expense by those living in the country. The principal items of the amateur's cabinet will be hooks, hackles, wing-feathers, tinsels, wire, dubbing (wool, silk, fur, etc.), and tying silks of various colours. A start might be made with an initial outlay of £1.

Lessons in fly-tying from professionals are very difficult to obtain, and the minimum charge for each would be about 5s. The better plan is to get wrinkles from an amateur of experience, and then trust to practice.

COARSE FISHING.—Fishing for pike, roach, dace, carp, bream, etc., may be had either free or at small cost. Particular advantages are gained by belonging to some club or association that rents waters for the use of its members. Even those that do not offer private fishing afford, at any rate, the benefit of cheap railway fares, as members of angling clubs can belong to either the "Anglers' Association" or "Central Association." On presenting their card of membership at a London booking-office, they are allowed a return ticket to most of the fishing stations for about half the usual fare.

The principal London clubs holding waters for the use of members are the Piscatorial, oldest of all, and

the Gresham. There are numerous angling clubs in all parts of the United Kingdom, but the best waters are held by those having a very limited membership and a high subscription. The outfit necessary for coarse fishing is not costly, but the item of natural bait takes the place of flies.

The cost of live bait is as follows:—

Dace . . .	1s. 3d. to	1s. 6d.	per dozen.
Large Gudgeon .	1s. 0d. „	1s. 6d.	„
Minnows . .	4d. „	6d.	„

A live-bait can may be hired for about 1s. for a fishing trip.

An outfit for pike fishing costs from about 30s. upwards, and rather less for most other forms of coarse fishing.

SETTING UP SPECIMEN FISH.—Should a fisherman capture a specimen fish which he wishes to preserve as a trophy, the cost of having such a fish set up in a case will of course vary with the size of the fish. A fish of 1½ lb. will cost about 12s. 6d. to set up, while one of 20 lbs. will cost about £2, 10s. The first price mentioned is about the lowest charged for setting up in first-class style a fish of 1½ lb. or under.

COST OF SENDING FISH BY RAIL.—If a fisherman should wish to send fish either as presents to friends or to the taxidermist to set up, the cost of sending is trifling. The fish should be very carefully packed, and sent by passenger train. The following scale

shows the charges for such parcels on most of the railways :—

For a parcel weighing	for all distances.		
4 lbs.	6d.		
5 „	7d.		
	not exceeding 50 miles.	over 50 miles.	over 100 miles.
6 „	6d.	8d.	
7 „	8d.	9d.	
10 „	8d.	1s. 0d.	
15 „	9d.	1s. 2d.	1s. 4d.
20 „	11d.	1s. 4d.	1s. 9d.
24 „	1s. 0d.	1s. 6d.	2s. 0d.

Weights exceeding 24 lbs. are charged for at the rate of ½d. per lb. for distances not exceeding 50 miles, ¾d. per mile for distances exceeding 50 miles, and 1d. per lb. for distances exceeding 100 miles. A further charge of 6d. or 1s. is made for delivery by the Company's van from the station.

CHARLES WALKER.

THAMES FISHING

FROM the estuary of the Thames up to the City stone at Staines, the fishing of the river is the property of the Corporation of London, and is free to all men. It is preserved by the Thames Angling Preservation Society, founded in 1838, which is entirely supported by voluntary contributions, and devotes its expenditure to preserving and re-stocking the river. Above Staines the greater portion of the Thames—so far, at least, as Oxford—has been from time immemorial freely fished by the public, though here and there private owners have asserted, and in two or three instances substantiated, their rights to private fisheries. At Pangbourne a small charge is made for fishing in the weirpools after the trout season is over; but for the rest, the river is free, without payment of any kind. In one or two places, such as Mapledurham Weirpool, the public is entirely excluded.

For the privilege of going on those weirs which are under the control of, or the property of, the Thames Conservancy, the Conservators make a charge of 10s. a year. Tickets can be obtained from the Secretary,

at the offices of the Conservators on the Victoria Embankment, London.

ASSOCIATIONS.—The river as far as Goring, and again at Oxford, is looked after by various Angling Preservation Associations supported entirely by voluntary contributions, and these either keep paid bailiffs or honorary bailiffs, pay rewards to those giving information leading to the conviction of poachers, and every year put in a large quantity of fish.

The arm of the Thames, known as St Patrick's stream, and the portion of the Loddon below Twyford, is rented by the Henley and District, and the Reading and District Fisheries Associations, and for these waters tickets can be obtained from the Secretaries of these Associations at Henley and Reading respectively. The cost of a ticket is a guinea, half of which is regarded as a subscription to the Association, as only members may fish these waters. When the number of subscribers exceeds forty, new members, not exceeding ten in number, pay 21s. for their tickets, in addition to the half-guinea subscription to the Society.

Above Oxford the river is mostly in private hands, and here and there fishing tickets can be obtained at a cost of from 1s. to 2s. 6d. per day. The Oxford Angling and Preservation Society rents a long stretch of water for the use of its members, who pay 5s. annually. The charge for day-fishing tickets is only 6d. Some free fishing can, however, be had from the towpath.

The Associations preserving the Thames are the T.A.P.S., already mentioned, and Associations at Windsor, Maidenhead, Henley, Reading, and Oxford. At Kingston is a very useful society, known as the Thames Re-stocking Association, which entirely devotes its funds to placing fish in the river, and which is raising funds to create a much-needed public fish-hatchery for the benefit of the whole river. Though subscriptions to these bodies are not compulsory, the "honest angler," as Walton used to call him, should certainly add a small sum on this account to the cost of fishing in our premier river.

METHODS OF THAMES FISHING. — There are, broadly speaking, three methods of fishing the Thames:

(1). From the bank.

(2). From a punt, along with a professional fisherman.

(3). From a punt or boat, without a professional fisherman.

So far as bank-fishing is concerned, the cost is limited to tackle, baits, railway fares, and refreshments. With regard to railway fares, these from London can be ascertained by a reference to an "A.B.C." railway-guide, and vary from the 1s. fare from Waterloo to Kingston, to the 7s. fare from Paddington to Lechlade. To the mid-station of Henley the single fare is 2s. 11½d.; to Reading it is practically the same.

CHEAP TICKETS.—By becoming a member of

the London Anglers' Association, or the Central Association, which involves membership of one of the London Angling Clubs, return tickets at reduced prices are obtainable to many stations on the Thames. These are available for angling expeditions only.

TACKLE.—For bottom-fishing from the bank somewhat longer rods are required than for punt-fishing. The long reed roach rods cost from 10s. 6d. to a guinea, while the rest of the tackle can be bought for less than a couple of shillings.

For pike-fishing a suitable rod can be obtained for from 7s. 6d. to 30s., the reel costing from half a crown to a guinea, and the line about 1d. per yard, or less.

Pike-baits can be obtained from most of the professional fishermen, and for these there is no fixed charge, except at Reading, where the bailiffs of the Association supply them to members at 2d. per dozen for minnows, and 6d. per dozen for dace, roach, and gudgeon. Preserved dace, gudgeon, and bleak for spinning can be purchased at most tackle shops. The prices are moderate, but vary much.

For fishing for trout or barbel from weirs the cost of tackle runs about the same as for pike-fishing, and, like most other commodities, varies very much according to its quality and the shop at which it is purchased. West End tackle-makers, in consequence of their high rents and the excellent quality of their goods, have necessarily to charge somewhat higher than those who live in cheaper districts, and whose main supporters are working-men anglers.

BOAT, MAN, AND BAIT.—For fishing from a punt with a professional fisherman, the railway fare and cost of tackle is about the same as that already stated, and in addition, there is the charge of the man for himself, his craft, tackle, and baits; for all Thames professional fishermen supply rods and tackle, if required. The usual charge is half a guinea a day, but in the Upper Thames above Reading, where supporters of the punt-fishermen are scarce, some of the men will agree to take as little as 6s. per day. In any case, they expect their dinner to be provided for them, and about half a gallon of beer.

In the winter, when the days are short and anglers are few, many of the professional fishermen are glad to take less payment than their ordinary summer terms, and they can, of course, be hired by the week at a considerable reduction. On the important distinction between the mere waterman posing as an expert fisherman and the actual expert himself, the visitor will do wisely in consulting the Hon. Secretary of the nearest fishery preservation society. An experienced Thames professional fisherman is a very clever fellow indeed, while the mere waterman knows little of the craft.

In barbel or bream fishing in the Thames there is the additional cost of worms for baiting up the swims in advance of the angler's visit, and this is just as much, or little, as the angler chooses to pay for worms. Some spend as much as £4 or £5 in worms obtained from Nottingham, for the sake of two or three days' fishing, while others are content

with 10s. devoted to the same purpose. The usual price of the worms from Nottingham is 3s. to 3s. 6d. per thousand, carriage extra. A fisherman employed to bait the swim would expect a minimum fee of 2s. 6d. for his trouble.

Thirdly, and lastly, we come to the method of angling from a punt or boat without the assistance of a professional fisherman, which is carried on mainly by those who have some experience of the art, both of watermanship and angling. Boats can be hired for from 12s. to £2 per week, according to the season. Prices run much higher in summer than in winter. For fishing-punts a somewhat similar charge is made. The hire of a punt alone for the day costs about 4s. 6d., or rather more in the Lower Thames at the height of the season. In more remote parts of the river, where visitors are few, prices run a little lower, and a punt may sometimes be hired for as little as 2s. 6d. a day.

HOTELS, ETC.—With regard to the cost of living on the banks of the Thames, the prices at the hotels and lodging-houses during the summer are much the same as at fashionable watering-places, and vary greatly, according to the class of accommodation required. Speaking generally, the prices at all the Thames-side hotels and inns during the summer are high. In the winter, however, most of the hotel and lodging-house keepers are only too glad to come to an arrangement to take in the angler at a considerable reduction.

Some of the fishermen let lodgings, and it is an excellent plan for an angler who visits the Thames in winter, to take up his abode in such a cottage, and employ its owner by the week or fortnight, as may be required. It is sometimes possible—and most convenient when barbel fishing—to obtain a bed at a lock-house.

The average cost of six days' punt-fishing, with a fisherman who provides punt, baits, and tackle, and his own services, and the cost of living at a riverside hotel, would altogether amount to about 6 guineas a week, or even more. In the winter, this amount might be lessened by about 25 per cent.

The man of small means, who took up his abode at a mechanic's or labourer's cottage, and fished from the bank, could no doubt manage the six days' fishing for £1, with 2s. extra for baits, and such sum as was necessary to expend on tackle.

SUMMARY OF FOREGOING EXPENSES.

Weir Licenses	10s. per annum.
Railway Fares from London . . .	1s. to 7s.
Tackle	10s. to £2
Baits . .	Live Baits, 6d. to 2s. a dozen. Minnows, from 2d. a dozen. Worms for baiting, 5s. to £5.
Punt and Man .	6s. to 10s. 6d. a day (with Man's Dinner and Beer.)
Boat alone . . .	12s. to £2 per week.
Week's Fishing (including Hotel, Punt, and Professional)	about £6, 6s.
Fishing Tickets (where required)	6d. to 2s 6d. a day.

JOHN BICKERDYKE.

IRISH LOUGH FISHING

LOUGH fishing in Ireland has, so far as means of access are concerned, been very much developed of late years, though it would be unsafe to say that in all cases the fishing itself has been very much improved. Here and there, however, owing to the abolition of cross-lines, a substantial improvement has taken place. I may mention in particular, Loughs Corrib and Mask, both large lakes, in which fish are plentiful, and where cross-lining has only been made illegal.

CHARGES OF BOATMEN.—Perhaps the next question to consider is the charges for boatmen, and these vary immensely, according to supply and demand, in particular districts. In some places a boat with two men—two men are usually required on a large, stormy lake when any considerable distance has to be covered—will cost 10s. a day, while in others 5s. or 6s. will suffice. In nearly every case the men expect their lunch, with either whisky or stout, in addition to these payments. On Lough Corrib, the Oughterard professional fishermen have agreed to a tariff of 7s. 6d. per day for a boat

and two men, or a man and a boy, and they find their own luncheon.

LICENSES, ETC.—With regard to the cost of the fishing itself, there is, in the first place, for those who wish to fish for salmon, a license to be bought, costing £1. This can be taken out in any district, and is available for the whole of Ireland, though the angler may sometimes find the collectors in various districts dispute this. I believe I am correct in saying the collectors get a commission on the licenses, and therefore like the angler to take out the license in the district in which he is going to fish (*see* note, p. 72).

DAY TICKETS.—Many, indeed the great majority, of the large lakes are absolutely free, while on the smaller ones permission is freely given. On several of the best waters, however—and some of these are in the hands of hotel-keepers—tickets have to be purchased by those who wish to fish for salmon or sea-trout. The charge for day tickets may be 7s. 6d., 10s., or even more. On the Ballinahinch lakes the charge per day is 15s.; on the Gowla lake, 10s. This is for white-trout fishing. In the Leenane district day-tickets for the Erriff River and Lough are sold at 10s. and 7s. 6d. respectively.

On a few of the very large lakes in which the fishing is free, preservation societies have been formed, which have really done a good deal to improve the fishing by appointing bailiffs, obtain-

ing the abolition of cross-lines, and watching the tributaries. I can only express the hope that any English angler who fishes these waters may feel called upon to contribute at least a small sum to the funds of such associations. Instances of these are the Corrib Fishery Association, of which Mr Henry Hodgson, J.P., Currarevagh, Oughterard, is the Hon. Secretary and Treasurer, and Mr Thomas's similar Association for the West Meath lakes.

HOTELS AND PROVISIONS.—The next item to be considered is the cost of hotel accommodation, and this, I think, we may take it on an average, comes to about 3 guineas a week, excluding whiskey and other liquor. From many enquiries I have made, I find that the terms at some hotels run higher than this, and at a few a trifle lower. Where lodgings can be obtained, the charges run much the same as in England, while the cost of provisions is at least 25 per cent. less. A whole chicken, for instance, can be bought for 8d., and a turkey for 2s. 6d.; but then, the turkey will not be much larger than a big English fowl, and the Irish chicken will weigh about the same as a partridge—excellent eating, none the less. On the whole, it may be taken that a holiday of three weeks or more in Ireland will cost about £1 a day; a little more if the angler stops at expensive hotels and runs up a big bill for wine and whiskey; less, if he stops in lodgings, and is satisfied with somewhat rough quarters, homely diet, and moderate potations.

TACKLE.—The provision of tackle for fly-fishing in Ireland is neither a very difficult nor very expensive matter, unless the angler proposes to provide himself with a complete outfit for salmon-fishing, sea-trout fishing, and brown-trout fishing, not only with the fly, but also for trolling. A good fly-rod for salmon can hardly be obtained for less than 30s., and may run to as much as £7 or £8. The reel for the same purpose varies from 10s. to 30s., while the line varies from 1d. to 3d. a yard. Casts for fly-fishing vary from 1s. 6d. to 5s., or even more. The cost of salmon-flies varies immensely, the small sizes being from 6d. to 10d. each, while the largest sizes may cost as much as 3s. 6d. There are, however, on the Irish rivers many professional fishermen who tie their own flies (often rough productions, certainly, but killing) for charges less than those mentioned. For brown-trout fishing and sea-trout fishing, a good greenheart fly-rod can be obtained for a guinea, the reel 7s. 6d., and the line, of which about 60 yards is desirable, 1d. a yard. If a tapered line, it will cost a little more than this. Very fair gut collars, or casts, can be obtained for 6s. to 12s. per dozen, the flies costing from 1s. 6d. to 2s. 6d. per dozen.

For trolling, the angler will require a stiffer rod than those already described, and this can be purchased for prices varying from 15s. to 30s., the reel about 7s. 6d., and 100 yards of line costing 1d. per yard. I have mentioned a long length of line for trolling, because this particular method of angling is largely carried on in the big loughs, where there is always a

chance of hooking an immense salmon, trout, or pike. The traces, bearing leads and swivels for trolling cost 1s. or 1s. 6d. each, the flight of hooks about 9d., while artificial baits, in all their many varieties, cost from as little as 6d. to as much as 5s. The angler, while giving preference to the natural bait, which can now always be obtained in bottles, in formalin or other preservative, should make a point of having in his tackle-box a few phantom or Devon minnows of various sizes.

COLLAPSIBLE BOAT.—If loughs distant from any habitation have to be fished, it will sometimes be well worth the expense to take over a collapsible boat of some kind, and a bell, or other form of tent. Second-hand military bell-tents, which are the cheapest things of the kind, can usually be bought for about 35s. each; and it is certainly cheaper to buy these than to hire them. A collapsible boat, to hold two, costs from £10 to £14. Along with the tent a waterproof ground-cloth, usually a piece of tarpaulin, should always be provided. This will cost 15s. or £1.

FARES BY STEAMER, RAIL, AND CAR.—Most anglers travel to Dublin, *via* Euston, Holyhead, and Kingstown, at a cost of 24s. single ticket. The cost of reaching the South of Ireland (*e.g.* Killarney) from Dublin is about 15s. 5d.; Lough Derg (Killaloe), a big lake in the South-west, 12s. 2d; the upper Shannon lakes (*e.g.* Athlone, for Lough Ree), towards the centre of Ireland, 7s. 4d.; the Galway lakes (Oughterard),

13s. 5d.; and Connemara lakes (Ballina), 15s. 7d.; while the fare to the North of Ireland (*e.g.* Donegal) from Dublin, is about 15s. To reach the North of Ireland, some passengers travel *via* Barrow and Belfast, the fare from London to Belfast being 21s. The shortest sea passage is from Scotland (Stranraer) to Larne. The fare to Larne from London is 27s. 6d. These are all third-class single fares. Much of the third-class travelling in Ireland is extremely rough, dirty, and uncomfortable. The second-class fares run about half as much again as the third-class, and the first-class are, roughly, double the third-class fares.

Those who find the information respecting the foregoing fares on Irish railways insufficient, I would recommend, if they are living in or passing through London, to apply to the General Agent for the Irish Railway Companies at 2 Charing Cross, S.W., about three minutes' walk from Charing Cross Station. The Manager, Mr Turnham, and his assistants are most courteous and obliging in giving every information that is required respecting fares, routes, through tickets, and the like.

The fares of the Irish car-driver, usually an important consideration in Irish lake fishing, are of a somewhat elastic character. The jarvey always expects drink-money in addition to his legal fare. The recognised charges for cars per Irish mile, however, are 6d., 8d., 10d., or 1s., for one, two, three, or four passengers respectively, with an additional 2d. per mile for the driver. For short distances the driver should be given 6d., in addition to the 2d. per mile.

In connection with fishing on loughs or other waters in more or less wild countries, such as Ireland, an item always to be carefully taken into consideration when calculating out the expenses in advance, is the cost of reaching the water. On this point it is wise to make an enquiry of the hotel-keeper, or some other local person, before deciding on the expedition. To a man of small means, the cost of reaching a lough 8 miles from a hotel is almost prohibitive, and may mean that instead of his spending a month in the country, he is obliged, for lack of funds, to cut his holiday short by a fortnight. The cost of a car 8 miles out and 8 miles back, the man and horse stopping by the lough all day, comes to a considerable sum at the end of a week; and it is desirable, where these long daily journeys have to be taken, to make a bargain of some kind with the landlord for the use of a car daily during the period of the angler's visit to the hotel. The regular charges for cars I have already given, and it should be noted that the Irish mile is considerably longer than the English mile, the exact measurement being 2240 yards, or equivalent to nearly a mile and a quarter English.

Since 1896, coach and steamer services have been formed in various parts of Ireland, subsidised by Government. The most important of these is a steamer service from Killaloe to Carrick-on-Shannon. Killaloe is at the lower end of Lough Derg. The steamer traverses the whole of the lake to Portumna, and passes up the Shannon, by Meelick and Banagher,

reaching at Athlone another great lake, Lough Ree, which it traverses. The fares are very moderate. I give a few of them.

	Single Fares.	
	Saloon.	Deck.
Killaloe to—	*s. d.*	*s. d.*
Williamstown or Dromineer . . .	1 3	0 9
Portumna	2 5	1 5
Meelick	2 11	1 9
Banagher	3 4	2 0
Athlone	5 2	3 1
Carrick	9 0	5 5

Mr M. J. Fitzpatrick, 24A Nassau Street, Dublin, has written a capital account of these new subsidised coach and steamer services, and published it in book form under the title of "Tourist Routes in Ireland."

JOHN BICKERDYKE.

NORWEGIAN FISHING

ROUTES.—On the actual cost of reaching Norway something has, on a former page, been said under the head of "Shooting." Presuming for the moment that the angler has landed at either Bergen or Stavanger, the two ports most convenient for the fishing, there remains to him the alternative of reaching the fishing itself by either coasting steamer or posting.

The Norwegian coasting steamers are fairly comfortable boats, and the meals, particularly on the larger boats, are by no means bad. It must be remembered that the sleeping accommodation is, especially in the tourist season, heavily taxed, and it is always desirable to book a sleeping berth for long journeys in advance. The cost of travelling by these boats is not exorbitant, amounting to about 3d. per nautical mile. A reduction is made on long distances, and, further, return journeys are charged at only 1½ single rates, and married couples travel single trips at this same rate of 1½ ordinary fares.

Food is charged for at the rate of about 6s. a day, liquor, of course, extra.

Posting is done principally by Carriole or Stolkjærre, the former being for one passenger, the latter for two, and each carries in addition the "postboy," sometimes, by the way, a female, who sits on the traveller's trunk or portmanteau behind. The Stolkjærre is in every way the better and more roomy conveyance. It will be noticed that the roads, especially over the mountains, are excellent. The cost of these conveyances is very moderate, the charges being under control of the Government, which compels each station to provide for travellers a certain number of horses and vehicles. The charge may be averaged at 10d. for every 3 English miles, and the postboy usually expects a small gratuity of from 6d. to 1s., according to the distance travelled. The average cost of each day's travelling, including meals, etc., for one person, would be about a sovereign.

HOTELS.—Hotel accommodation is rapidly improving in the country, and the living is good. Fish, cooked in a variety of ways, will be particularly noticed, as also the abundance of game, but fresh vegetables are not forthcoming in any variety. In the larger towns, white bread and English biscuits should be had without difficulty. Hotel charges vary considerably, from 7s. 6d. or 10s. in the larger towns to as little as 4s. to 5s. 6d. in the country districts. On many rivers there are private houses for the accommodation of anglers, the use of which, unless expressly stipulated, is not

included in the rent of the river. The average weekly charge would be about £1. This should include butter, milk, and vegetables, but these are in any case very inexpensive.

SERVANTS.—It is not always necessary to take English servants, as, in the event of the angler renting a private house, the cooking and housework will be done by the resident servants. Otherwise they can be hired in any of the larger towns, their wages averaging 3s. or 4s. per week. Again, where accommodation is sought at hotels on the rivers, private servants are, of course, superfluous.

PROVISIONS.—Where neither hotel accommodation nor good private houses are available, the angler must content himself with the rougher living of a farm-house, and it will in this case be necessary to take provisions, purchasing before leaving England any special articles which he particularly desires not to be without. This applies, perhaps, more particularly to spirits, though very fair brands can be bought at Bergen or Stavanger, and the prices of provisions vary but slightly in the two countries.

Fresh meat can be sent out two or three times weekly from either of the towns named. Tea should always be brought from England, as good tea is not easy to find in Norway.

THE SALMON RIVER.—This is the most important

and, at the same time, the most difficult, branch of the subject under notice. There are hundreds of rivers in Norway containing salmon, but a great number must be regarded as quite useless for purposes of rod-fishing, and, moreover, the majority of rivers are short, and only in a few cases do the salmon ascend more than a few miles from the sea. The average cost of a Norwegian river depends, of course, entirely on the quality of the fishing. Some rivers are rented from the actual owners of the land on either bank, and, as the fishing rights are so divided, it was formerly necessary to know the language and visit the country beforehand. The advent, however, of Norwegian agents buying up all rights has changed all this, and it is now usual to rent from either them or the owner of the lease. A first-class stretch, capable of carrying with ease two or even three rods, should be got at a cost of from £90 to £120 per month. This is, perhaps, the average of good fishings, though on some rivers these prices are slightly exceeded, while on others the charges are correspondingly lower.

LICENSES. — Licenses are, except on the Tana river, which for a great distance divides the country from Finland, unnecessary in Norway. The license on this river is £3, 8s. 6d. paid to the Norwegian Baille, for that portion having both banks in Norwegian territory, a further sum of the same amount (£3, 8s. 6d.) having to be paid to the Russian agent before the holder is per-

mitted to fish that part of the river which forms the frontier.

The pay of Norwegian gillies, hard-working and keen servants, runs from 2s. 6d. to 3s. a day.

SUMMARY OF FOREGOING EXPENSES.

Fare by Steamer from Bergen or Stavanger to Rivers	about 3d. per nautical mile
Food (Liquor Extra)	6s. a day
Posting	10d. per three English miles
Hotels	4s. to 10s. a day
Use of Private House on River	about £1 a week
Wages of Servants	3s. to 4s. a week
„ Gillies	2s. 6d. to 3s. a day
Rent of Water (for two or three Rods)	£90 to £120 per month
Licenses	£3, 8s. 6d. or £6, 17s. 0d.

[A well-known authority on Norwegian sport has preferred to contribute the following notes under the name of "Veteran." —EDITOR].

Norwegian salmon rivers may be roughly divided into two classes; those which are under the old system, and those which are under the new. The former are the rivers which, having been discovered by Englishmen half a century or more ago, have been continuously held by a succession of English tenants to the present day under agreement with the riparian proprietors. It is true that the said proprietors have in most cases become wide awake to the value of their fishing rights, and the

rents asked have, in a few years, been trebled or quadrupled. But there has been no intervention of agents, and these rivers are generally let on lease. The rivers of the second class, under the new system, are those which have been bought or taken up by individuals, companies, or agencies, and are by them let to sportsmen in the manner that pays best, either as entire rivers or in beats, for the whole season, or by portions of it. As might be expected, the rents asked for such rivers are always of the highest, and are apparently based on the takes of the very best seasons, so that, in the matter of average, they are apt to be misleading. Excellent sport is, undoubtedly, to be had in many of them, but in some rivers under the old system, equally good, and even far superior sport is obtained at much less cost, considering the respective extents of water. For the purpose of striking an average, the two classes of rivers must be taken together, but it is obvious that the beginner in Norway has, unless he take a friend's place, far more chance of getting a rod on a river under the new system than on one under the old. And if he exercise sufficient care in his choice of a beat, there is no reason that he should be disappointed by the sport he obtains. But it is this same sport which is the pith of the whole question. Enthusiastic veterans may prate of the delights of the Land of the Midnight Sun, of glorious air and grand scenery, exercise of skill and compensation under disappointment, but very different views of the matter are taken by the eager novice who rushes out to Norway with

visions of record catches of monsters, and returns a sadder and wiser man; or by the habitual harler, whose one idea of salmon-fishing is to be rowed zig-zag-wise across a broad, rolling stream by his patient boatman, with a rod out on either side, and a novel to beguile the time when the fish will not take. They at least fully realise what we must all realise in the end, that in calculating the cost of sport, sentimental considerations should be put aside, and the ignoble question sternly asked: "What do you get for your money?"

I must confess that, when it comes to figures, it is very hard to answer this question satisfactorily, owing to the great difficulty in collecting sufficient returns of average annual catches to go upon. It is clear that with extraordinary seasons, either good or bad, we have nothing to do. No man can take into account the elements, or other external factors which control sport. But to ascertain in many cases the extent of water and the price paid or asked for it, is, if not easy, at all events comparatively so.

To some figures and statistics we must, then, proceed, all mention of names and localities being studiously avoided, and the results of investigation condensed as much as possible. As was observed above, for the purpose of average, rivers under the old and new systems *must* be taken together. Now it appears that the rent of some of the very finest fishing in Norway under the former runs to about £13 per mile, and, if we condescend to sordid details, the cost of each fish killed, taking a medium season, is

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about 16s., and its price per lb. when caught, 9d. But this is altogether an exceptional case. The extent of water is very large, and the take in good seasons enormous. On the other hand, we find that the rent of some of the finest fishing under the new system is not less than £200 per mile, but this is for a comparatively short stretch of water. However good the catch, it is best in mercy to refrain from calculating the cost of the captured fish. Between these two extremes, there are all kinds of prices, the lowest being for rivers remote and difficult of access, which attract but few sportsmen, for reasons scarcely requiring explanation. On such rivers, however, good fishing, attended with much discomfort and some hardship, may be had at the rate of from £5 to £10 per mile, but the expense of travel and outfit is large. In striking an average, these rivers may be dismissed. If we then take the rents of about thirty rivers under both systems (or beats on rivers, which come to the same thing), fairly easy of access, and offering, in favourable seasons, a certainty of good sport, we shall find that they amount to a little over £50 per mile on the average for the whole season. This rent can, of course, be divided amongst two or three or more anglers, according to the capacity of the water. But, owing to the difficulties before mentioned, from only fifteen of these rivers or beats can we reckon the average cost of each captured fish, and it amounts to about 30s.

It must be understood that these averages are compiled from a combination of rivers under both

the old and the new systems, but that the large majority of those taken into account are under the latter. Were the average cost per mile struck from the rents of the rivers under the old system *only*, it would probably amount to less than a third of that given above. Here and there, indeed, we find excellent and easily accessible rivers under the old system let at rents not exceeding, or less than, those of the remote waters also noticed above. But when once Englishmen have secured such streams under such conditions they seldom let them go, and they are passed on from friend to friend, or from one generation to another.

Up to the present, in calculating the cost of salmon-fishing in Norway, the rent only of the river has been taken into account. To this must, of course, be added the expense of travel, living, boatmen, rent of quarters, servants, and trifling extras. The cost of this depends naturally on how the thing is done, and for how long it lasts. Let us suppose it to be done fairly well, not extravagantly, and not too economically. And let us suppose that two friends have taken a stretch of first-class water, from 3 to 4 miles in length at a cost of £200, that their quarters are included in the rent, that they have a good Norwegian female cook, an interpreter, and a farm-girl as general servant, and that they eat well, and drink beer and whisky. All the above expenses, except travel and house-rent, ought to be covered by about 30s. a day for the two. The interpreter, although a great convenience, is not a necessity,

and in default of quarters being included in the rent, his daily pay would do more than meet the charge for them. It is astonishing how one can make oneself understood, and learn to understand others when one is obliged. A friend and myself on our first trip to Norway in the fifties went straight to the Tana, then an all but unknown river, and spent a month on it under canvas with four Finns as attendants. We had no interpreter, but were seldom in difficulties and never in want of anything. It is needless to say that on subsequent visits to Scandinavia we were quite independent.

To each of our sportsmen, then, the whole cost of his sport would be as follows:

Share of river, ...	£100 0 0
Expenses for, say, eight weeks (or the cream of the season), at 15s. per day, .	42 0 0
From England and back, say, . .	20 0 0
	£162 0 0

And if at that cost he should kill 1000 lbs. of salmon, he ought to consider himself a fairly lucky man.

The above expenditure may obviously be much reduced by increasing the number of the rods, or be considerably augmented by the companionship of ladies; and it may be multiplied fourfold by renting one of the most expensive rivers, and living in the luxurious style which some Anglo-Norwegians affect. The removal of nets, either in the river itself or in the sea near its mouth, is an important factor in raising the rents, and it must be admitted that the

improvement in the sport is by no means always proportionate to the greater outlay. There are many side-issues affecting Salmon-fishing, which cannot be noticed in a limited space.

On some excellent rivers, for instance, the cream of the season lasts only three weeks or a month, and grand fishing is condensed into that time, but after it the water is useless for sport. Other rivers afford a good spell of early fishing, followed by a period of blankness, but they "come again" in the autumn. And on others, again, there is some sport to be had from June to October. The angler who proposes to rent a river in Norway will do well to make strict enquiries as to which class it belongs.

A fair number of small streams are to be found in Norway, in which good sea-trout fishing ought to be had at a trifling cost, but if any salmon or grilse ascend them, such waters are too frequently snapped up by local agencies, dubbed salmon-rivers, and offered at ridiculously high rents; and where the sea-trout fishing is in itself first-rate, the value of it has generally been discovered by the riparian proprietors.

There are in Sweden innumerable rivers in which salmon abound, but in so few of them has anything been done with the rod that they are not worth noticing. As far as I know, those rivers which afford sport are all in the hands of residents in the country.

"*VETERAN.*"

INDIAN FISHING

[For kindly assistance in compiling the following notes, I am indebted to Mr H. S. Thomas, author of "The Rod in India," generally recognised, I believe, as the standard work on the subject.—EDITOR.]

THE cost of mahseer and other fishing in India is made up of the cost of tackle and of travel. With regard to the latter, something will more appropriately be said under the head of Indian shooting, since few anglers save the greatest enthusiasts are likely to set out on a fishing expedition to India. As mahseer, more particularly, are found only in the swift and rocky rivers that flow at the foot of the mountain ranges, it is often necessary to camp out for such fishing. On this matter, also, the reader may be referred to the foregoing notes by Mr Inverarity under "Shooting."

There remains, then, practically only the cost of tackle, and to this the present hints will be confined. There are comparatively few preserved waters in India, and there are no licenses. Such waters as are under the control of angling associations may generally be fished at very slight cost. One such association in Delhi has excellent fishing for labeo, rohu, and other fish, everything under 8 lbs. being returned to

the water, and another in Calcutta returns everything under 16 inches in length.

The tackle that it would be necessary to buy for all manner of Indian fishing depends greatly on what the angler already has. Thus, an ordinary salmon rod, reel, and line would serve well for mahseer. Otherwise, if starting fresh, Mr Thomas recommends the following as the foundation of an outfit:—

Mahseer Rod, with extra fly top	£3 5 0
Brake Winch (4½ in.)	2 0 0
Waterproof Enamel Running Line (120 yds.)	0 12 0
4 Extra Gut Collars	1 0 0
2 Spoons (2½ in.)	0 7 0
2 Richmond Spinners	0 5 0
Wire Gimp, Hooks, Flies, and Sundries	0 8 6

Besides this tackle for mahseer, Mr Thomas also recommends a small assortment of labeo tackle, the labeo being another favourite Indian sporting fish, and running to as much as 100 lbs.

The outfit for labeo would be, roughly, as follows:—

Labeo Rod	£1 15 0
Check Winch (3 in.)	1 0 0
Tŭssa Silk Line (150 yds.)	0 6 6
1 dozen lengths Salmon Gut	0 4 0
Special Floats, Lead Wire, No. 1. Limerick Hooks, etc.	0 4 0

Slightly different tackle in the matter of smaller rod and winch, smaller flies, spoons, and hooks generally are required for Carnatic carp, seetul, begtie, batchwa, and the other fish sought by the angler in India, and an entire outfit for Indian fishing could probably be bought for something less than £12.

TARPON FISHING

[For much assistance in compiling the following hints, I am indebted to Mr Charles C. Dallas, of Lymington, and also to Sir William Hoste.—EDITOR.]

NOT even, perhaps, the remarkable suddenness with which sea fishing has come into general favour at home can compare with the still more marvellous strides made in tarpon angling—I use the term in the restricted sense of capturing tarpon on the rod—during the very few years that have elapsed since the first recorded tarpon was taken in this way. It is now no unusual undertaking for Englishmen to set out for the Florida coast on purpose to seek this monster herring, and much difference of opinion exists on the necessary outlay in the matter of tackle. Thus, a large number of anglers purchase exceedingly expensive reels, costing £5 and upwards, and it is generally considered advisable to take a spare set of gear throughout in case of accidents. Some fishermen take their tackle out with them, one or two London makers having made a speciality of the gear, while others prefer to buy it in New York, or even nearer the fishing grounds.

The orthodox set of tarpon tackle, then, would cost something like £20 at starting. On the other hand, I am assured by Sir William Hoste and others that an ordinary trolling salmon rod and reel and line should answer every purpose, the lowermost tackle being nothing more than a large single or treble hook on a long trace of twisted gut, gimp, or wire. It is unnecessary to take a gaff, as all the boatmen have their own.

The chief expense of tarpon fishing, however, as in most sea fishing, lies in the hire of boat and boatmen, two being necessary when there is only one sportsman. With two, if you take it in turns to fish and pull, one professional is sufficient. The cost of the sailing-boat (with punt to fish from) and one man would be 5 dollars a day (roughly, £1), and another 1 or 2 dollars a day might, at the outside, be allowed for bait. This appears rather excessive, judged by English standards, but I am assured that such is the case.

There remain only travelling expenses and the cost of living at one of the hotels at Jacksonville or Myers. As to the former, so far as Englishmen are concerned, a berth across the Atlantic in one of the Ocean liners costs from £12 upwards, and the return journey from New York to Punta Gorda by train costs £16, 4s. 3d. Or the sportsman could go from New York to Jacksonville by the Clyde line, and thence by rail, the fare being £12, 3s. 10d. The first-class return fare between New York and Jacksonville by Clyde-line steamer is £8, 18s., while the return fare by

rail is £12, 0s. 6d. Meals are not served on the trains, but three times a day the trains stop for the purpose at stations, the cost of each meal being 75 cents (3s.). Jacksonville hotels would charge anything from 3 to 5 dollars (12s. to £1) a day, but at the hotel at Myers, one of the best tarpon stations, the charge is only 2½ dollars (10s.) a day.

SEA FISHING

CHEAPNESS is among the many advantages claimed by the advocates of sea fishing in its recent accession of popularity, and cheap, at any rate compared with salmon, or trout, or even good coarse fishing, it undoubtedly is. For it can, often with excellent results, be pursued with no expense beyond that involved in the purchase of the very crudest tackle and the cheapest of bait. I have again and again seen half a sovereign's worth of cod and other inshoring fish taken in autumn on the sandy shore near Aldeburgh and Lowestoft, and this on tackle that would have been dear at half-a-crown, and with no more than an outlay of 3d. or 4d. on bait. On the other hand, it must be borne in mind that, for Londoners at any rate, there is always the consideration of railway fare, be it only the humble third return (costing three or four shillings only) for Southend. And Southend is anything but an ideal fishing station. Deal, the week-end fare to and from which is 9s. third, is practically the nearest station offering much chance of good sport. Something has, it is true, been done towards mitigating these travelling expenses by the enterprise of the "British Sea Anglers' Society"

(offices at 11 Queen Victoria Street, E.C.), which is able, with the co-operation of the S.E.R. Co., and L. C. & D. Co., to offer its members the return ticket to Deal, Dover, and the rest of the coast stations on those lines at the single fare. As the yearly subscription to this society is only 10s. 6d., and as there are other advantages of which mention will be made later, the movement has been widely appreciated, and there is, in consequence, a very large membership. It is to be regretted that more than one attack on the strong position now held by the Society in the matter of these railway fares should recently have been made in the angling Press, but it is not, perhaps, for one who took a somewhat prominent part in securing the privileges three or four years ago, to discuss this matter.

The finest sea fishing, as a matter of fact, still to be enjoyed on our coast, is probably to be found off the cliffs of Cornwall, and in planning a trip to that part of the country, the metropolitan angler has to consider travelling expenses alone, amounting to between £2 and £3 for rail, and often an additional 10s. each way for a trap to the other end in cases where his destination lies off the line. These railway fares, however, while too important to be wholly ignored, are of interest only to those who reside inland, and have nothing actually to do with the *bona fide* expenses of sea fishing as a sport.

TACKLE.—Tackle for sea fishing may cost almost anything. Any one who understands the work will

catch more fish on a handline costing—hooks, lead, and all—no more than a shilling, than the beginner may get with his brand new £10, 10s. outfit, including the newest thing in sea-rods, the largest and most picturesque winch to be had in the market, dressed spinning line, and wonderfully complicated paternosters and other bottom gear. The tendency has of late been somewhat to complicate the outfit for salt water angling, and it has been my fortune to try most, if not all, of the new devices in rods, more particularly in the top ring, reels, and made-up tackle. Personally, I may at once confess it, I have come back to the simplest combination of gut, gimp, or wire and hooks; my leads are cast by my boatman; my rod is no more than a pike rod, with ordinary large top ring of ivory; and my reel is a simple arrangement of vulcanite and gun-metal. The whole outfit, with which I caught in one month last summer between a ton and a ton and a half of pollack and other fish, would not, I fear, commend me to the tackle-makers, for I do not believe it cost more than a couple of sovereigns all round, not counting, of course, the ordinary loss and breakage of hooks.

In advising a beginner, I would say, give as little as possible for the first instalment of tackle; it is so easy, once the sport is found to suit on closer acquaintance, to invest more money in improved gear. Thus, 10s. 6d. is sufficient for a sea-rod, and I see them advertised at prices from 3s. 6d. upwards; 12s. 6d. to £1, 1s. should buy an admirable sea-reel capable of carrying with ease 80 yards of strong line; the latter

will cost about 5s., and another 5s. may be invested in hooks, leads, and a couple of twisted gut traces of a yard in length. Gaffs and landing nets, tackle, books and boxes, bait trays, and all the rest of the paraphernalia may be acquired gradually as the angler finds out his own needs.

DRESS.—A word may here be said in connection with clothing for the sport, and that no more than an injunction to use up all old clothes when out at sea. There is no object in looking attractive five miles from the coast, and with no other admirer than a fisherman thinking of his lunch and the day's pay, and the action of the salt water and bait will ruin clothes more rapidly than most other recreations.

BAIT.—This is not a very serious item as a rule, but much, of course, depends on what fish the angler is trying to catch, and in what part of the country he is established. Thus, at the more fashionable watering places in the season, there is often nothing for it but three mackerel at the fishmonger's, each of which costs perhaps 6d., or, at any rate, as many fresh herrings costing 2d. each. At Bournemouth, however, mussels are the chief bait in use, and these cluster so thickly about the piles of the pier, that the fisherman may secure them for himself with the aid of a boat-hook, or, better still, tip any of the pier attendants 2d. to get as many as will be required for the day. At Hastings, again, it is possible to gather the mussels from the rocks at low water, or lugworms

can be dug out on the sands at spring tides. At Dover, there are two or three regular vendors of rockworms, costing about 8d. a score (an excellent bait for pollack), and ragworms at 4d. a score. At Littlehampton, where the grey mullet is mostly tempted with ragworm, one of the railway porters keeps a regular supply of the favourite bait, procured from the mud at Ford Junction, and disposes of it at moderate rates. At Southampton there are fixed tariffs for ragworms and soft green crab. The latter is often difficult to procure, and I have had it sent from Southampton to different parts of the coast, often having to pay 2d. or even 3d. a crab, besides carriage. It would be impossible, or at any rate unprofitable, to meander round the coast on the subject of local charges for baits. They do not cost very much, and in the spots where there is most sport the bait generally costs least. Thus, down in Cornwall, 3d. worth of pilchards from the previous night's catch would often last for the capture of 200 lbs. of pollack. Artificial baits and flies cost the same as for other fishing, but the most used of all, the rubber worms, with or without spinners, cost only from 2d. to 8d. apiece.

BOATS AND BOATMEN.—This is undoubtedly the big item in the sea angler's expenses, and here again the "British Sea Anglers' Society" has concluded for its members very satisfactory arrangements with boat-owners on most parts of the coast. The usual extortion of 2s. 6d. an hour for man and boat, with

no reduction for several hours, has, in many cases, been reduced to 2s. the first hour, and 1s. 6d. for other hours. Down in Cornwall, I pay my man 35s. the week, including his whole services (except, of course, Sundays, when there is no fishing), his boat, and bait. Besides this, I give him lunch (and *ginger beer*), and he gets the bulk of the catch for sale. As this latter may, on good days, bring him in another 15s., it is not to be despised. Judged by London rates, this pay may seem somewhat excessive, especially as there are sometimes three or four days of consecutive bad weather, and consequent idling ashore, but it must be borne in mind that these men get no custom during, at any rate, eight months out of the twelve, depending throughout the winter on their luck with the long lines. For those who do not care to incur the expense, and sundry other disadvantages, of boat fishing, much sport may be had from some of our piers, on a few only of which is a slight additional charge (of 2d. or 3d. per rod) made to anglers.

IN AUSTRALIA.—A note may here be of interest on the cost of sea fishing in any of the Australian capitals, taking Sydney as an instance. In this case, seeing that Australian capitals all stand on or near the sea, the element of travelling expenses—unless it be a few pence for a steamer down to the heads—is eliminated. On the other hand, there is little or no pier fishing. The sport is mostly from boats, or, for those who are sufficiently venturesome, from the steep rocks on the coast. Tackle is exceedingly cheap,

rods being little used, and the ordinary handline for black bream inside the harbour, or traglin and Jewfish outside, can be made up for a couple of shillings.

The principal sport, however, is schnapper fishing, in the course of which a number of other fish ("wrong colour," they are termed) are incidentally caught. The schnapper is a large red bream of great strength. It requires stout tackle, and as it is caught from steamers drifting broadside at a great pace over the reefs, in depths up to 50 fathoms, a great length of line is required, a couple of hundred yards being none too much. The bait is cheap enough, and consists of yellowtails and other small fish, as well as squid. The usual plan is to belong to the Amateur Sea Fishers' Association, the subscription to which is very light. The members of this excellent body, the Hon. Secretary of which was, when I was there, a relative and namesake of Thackeray, hold outings during the season, chartering steamers at a fixed and moderate payment per head. There are also other schnapper clubs, a somewhat higher subscription to which includes half a dozen outings during the winter (the schnapper season); and in addition to these, it is usual for a dozen or more schnapper fishers to club together as occasion offers, and hire, for £2 or £3 the day, one of the tug boats that ply in the Harbour. The sport is sometimes excellent, and the day's outing works out at no more than at most 5s. per head, bait included. A small tip to the skipper and crew is usually arranged at the end of the day, if the sport has been good. There is no doubt that sea angling

clubs and associations have a great future before them in the matter of reducing the cost of this increasingly popular sport. Besides the largest organisation in the metropolis, which has already been mentioned more than once, and which was founded early in the year 1893, there are several on the east coast of Scotland, notably the Rock Fishers and others at Aberdeen, the subscription to which is no more than a few pence the quarter. Medal competitions are an almost inevitable development of such associations, and they are beginning to be as popular in salt as in fresh water. At any rate, whatever may be said against them, they are a good deal less harmful, and make little impression on the resources of the sea.

F. G. AFLALO.

SPORTING LICENSES

(ROD LICENSES IN THE BRITISH ISLANDS.)

[There are no licenses in Scotland, and a £1 license for salmon angling is available for the season throughout Ireland. In England and Wales, however, licenses for both salmon and trout (and char), are available only for the district for which they are issued. The following is a list of the districts, with the several amounts of the license for different periods. I am indebted for it to the Secretary to the Fishery Department, Board of Trade.—EDITOR]

DISTRICT (Order of Coast, N.W. to N.E.)	SALMON.	TROUT AND CHAR.
Eden . . .	Season—whole district, £1, 1s.; above Armathwaite Bay, 10s. In Irthing, Wampool, and Waver — Week, 5s.; day, 2s. 6d. Single-handed rod, used in Duke of Devonshire's socage water—season, 5s.	Season, 2s. 6d.; week, 1s.
Derwent . .	Whole district—season, £1; do. to 15th Sept., 10s.; do. month, 10s.; week, 5s. Any part except River Derwent below Ouse Bridge —season, 10s.; do. month, 5s.; do. week, 2s 6d.	Above Derwent Bridge—season, 5s.; month, 2s. 6d. Below Derwent Bridge —up to 30th June, 5s.; do. month, 2s. 6d. Above Ouse Bridge—day, 1s.

SPORTING LICENSES—*continued.*

DISTRICT (Order of Coast, N.W. to N.E.)	SALMON.	TROUT AND CHAR.
West Cumberland .	Season, 10s. 6d.; week, 5s.; day, 2s.	Season, 2s. 6d.; week, 1s.
Kent . . .	Season, 10s.; week, 5s.	2s. 6d.
Lune . . .	Whole district, £1. In Wyre, Keer, Cocker, Conder, Wenning, Greta, and tributaries, 5s.	2s. 6d.
Ribble . .	£1 after 30th June; month, 10s.; day, 5s.	Season, 5s.; week, 2s. 6d.; day, 1s.
Dee . . .	Season, £1; week, 10s.; day, 5s.	
Elwy and Clwyd. .	£1.	Season, 4s. 6d.; week, 2s.
Conway . .	Season, £1; month, 10s.; week, 3s.; day, 1s.	Season, 1s.; day, 6d.
Seiont . .	Whole district—season, £1, 1s.; month, 10s. 6d.; week, 5s.; day, 2s. 6d. Rivers Cefni, Braint, and Llyfni—season, 10s. 6d.	Season, 5s.; week, 2s. 6d; day, 1s.
Dwyfach. .	£1, 1s.	Season, 7s.; month, 5s.; week, 2s.
Dovey . .	Season, 10s.; month, 5s.; week, 2s. 6d.; day, 1s.	
Ayron . .	Season, 10s.; fortnight, 5s.	1s.
Teify . . .	Season, £1; month, 10s. 6d.	2s. 6d.
Cleddy . .	10s. 6d.	Season, 3s. 6d.; week, 2s. 6d.; day, 1s.
Towy. . .	£1, 1s.	2s. 6d.
Ogmore . .	10s. 6d.	2s.
Taff and Ely	10s. 6d.	2s. 6d.

SPORTING LICENSES—*continued.*

DISTRICT (Order of Coast, N.W. to N.E.)	SALMON.	TROUT AND CHAR.
Rhymney .	10s. 6d.	1s.
Usk and Ebbw . .	£1.	1s.
Wye . . .	In Wye below Llanwrthwl Bridge, and other parts of district below Builth Bridge, £1. Elsewhere, 10s.	1s.
Severn . .	10s.	In Salop, Montgomery, and Denbigh, 2s.; rest of district, 1s.
Avon, Brue, and Parret	7s. 6d.	Season, 2s. 6d.; month, 1s.; day, 6d.
Taw and Torridge . .	Season, £1, 1s.; fortnight, 10s.	
Camel . .	12s.	4s.
Fowey . .	10s.	3s.
Tamar and Plym . .	7s. 6d.	
Avon (Devon)	£1.	Season, 10s.; week, 5s.; day, 2s.
Dart . . .	Season, £1; week, 7s. 6d.; day, 2s.	Season, 10s.; month (after 1st May), 5s.; day, 1s.
Teign . .	Season, £1; month, 5s.; week, 2s. 6d.; day, 2s.	2s. 6d.
Exe . . .	£1.	Season, 2s. 6d.; week, 1s.
Otter . . .		
Axe . . .	10s.	2s. 6d.

SPORTING LICENSES—*continued.*

DISTRICT (Order of Coast, N.W. to N.E.)	SALMON.	TROUT AND CHAR.
Frome . .	£1.	
Avon and Stour . .	£1.	In Avon and tributaries above Bicton Mill — season, 5s.; week, 2s. 6d.; day, 1s. In Allen and Tarrant—season, 2s. 6d.; day, 1s. Rest of district, 1s.
Adur . . .	5s.	1s.
Ouse (Sussex)	5s.	
Cuckmere .	5s.	1s.
Rother . .		
Stour (Canterbury) .	£1.	
Suffolk and Essex . .		
Norfolk and Suffolk (2 districts) .		
Ouse and Nene . .		
Welland . .		
Witham . .		Season, 2s. 6d.; week 1s.
Trent . . .	10s.	Season, 2s. 6d.; week, 1s.
Yorkshire .	£1.	1s.

SPORTING LICENSES—*continued.*

DISTRICT (Order of Coast, N.W. to N.E.)	SALMON.	TROUT AND CHAR.
Esk (Yorks)	Season, 10s.; month, 5s.; day, 2s. 6d. (Monthly and day licenses not to extend beyond 30th June.)	1s. 6d.
Tees . . .	£1.	2s. 6d.
Wear . . .	5s.	1s.
Tyne . . .	Whole district — season, £1; week, 10s.; day. 5s. In South Tyne, above Wardendam, or in Reed, above Old Bridge—season, 5s.; week, 2s. 6d.; day, 1s. In Reedwater and North Tyne, above junction of Reed and Tyne—season, 10s.; week, 5s.; day, 2s. 6d.	Season, 2s. 6d. month, 1s.
Coquet . .	5s.	2s. 6d.

(GUN AND GAME LICENSES, ETC., IN THE BRITISH ISLANDS.)

GUN LICENSE (soldiers and volunteers exempt), 10s.

GAME LICENSE (includes gun license), 1st Aug. to 31st July following, £3.

" " (includes gun license), 1st Aug. to 31st Oct. following, £2.

" " (includes gun license), 1st Nov. to 31st July following, £2.

" " (includes gun license) for any continuous period of 14 days, £1.

GAMEKEEPERS' (to expire 31st July),

Great Britain	£2	0	0
Gamekeepers', Deputation of, Stamp Duty	0	10	0
Gamekeepers', Ireland	3	0	0

[DOG LICENSE . . . . . £0 7 6]

LICENSES REQUISITE FOR SHOOTING AND FISHING IN FOREIGN COUNTRIES.

ALGERIA.—(Same as France).

AUSTRIA (florin = 1s. 11½d.).—Gun License, costs 1 florin per gun, and also Shooting Permit, costs 3 florins. These are obtained at the Police Stations, and each is available for three years.

For Fishing, it is necessary to join the Fishing Association, which involves an entrance fee of 2 florins, and an annual subscription of 10 florins. The member then receives a map showing the rivers in which fishing is allowed.

BECHUANALAND.—A party of 5 must take out a £75 license, and in addition to this a payment of £25 is made to the chief of the country to be hunted in.

BELGIUM (franc = 9½d.).—Shooting License costs 35 francs, plus a light provincial tax, and foreigners must apply to the *Commissaire d'Arrondissement* of Brussels. Foreigners who have resided a year in the country must, like the natives themselves, produce a certificate of morality and good conduct, delivered by the burgomaster of their place of residence. Those who have not been in residence for a year replace this

certificate with an equivalent declaration signed by two citizens of good reputation.

CANADA.—Shooting, and, in some cases, fishing licenses are required in all the provinces, and range (for non-residents) from $30 in Nova Scotia, and $20 in New Brunswick, to as much as $50 in British Columbia.

CAPE COLONY.—Game License costs 10s., and is not required by men shooting on their own land.

CHINA.—No shooting or other license required, and there are no game laws. Passports, obtainable at the Treaty Port whence they set out, are, of course, required to enable visitors to the country to go into the interior.

DENMARK.—There is neither gun license nor fishing license. Anybody is allowed to shoot, but only on his own territory, or if he wish to shoot anywhere else, when he has permittance from the owner of the ground in question.

On land, in lakes, in brooks, and in certain fjords and bays, foreigners are allowed to shoot and fish, if they are owners, have hired the ground, or have permission from the owner.

It is forbidden to foreigners to fish in Danish territorial waters, and they might possibly also be forbidden to shoot in these waters. On this point it seems somewhat difficult to obtain precise information.

FRANCE (franc = 9½d.).—Shooting License costs 28 francs. The shooting rights in State forests are put up to auction for periods of five years. The same regulations hold good in Corsica, where also the annual license costs 28 francs.

Fishing License not required, but, of course, permission to fish must be obtained from the owner of the water.

GERMANY (mark = 11¾d.).—Shooting License for the year costs 15 marks, and three-day licenses for specified dates are issued at 6 marks. No universal license for fishing, but special permits must be obtained in each case of the local authorities, and 10 marks would probably represent the maximum for any one license. All information on such matters is best obtained from the police.

GREECE.—No Shooting Licenses are required in Greece; but in Epirus the laws are extremely severe, and permission has to be granted from the Turkish authorities.

HOLLAND (florin = 1s. 8d.).—License for all game (No. 1 "Groote Jacht-Akte") allowed by law costs 43 florins 50 cents. This license covers coursing and falconry, with certain restrictions on the number of dogs used. A license excluding these and allowing all game taken with the gun (No. 2 "Groote Jacht-Akte") costs 21 florins 75 cents.

A third game license, for netting quail, water-fowl,

and woodcock ("Kleine Jacht-Akte") costs 7 florins 25 cents.

There are likewise two Fishing Licenses. The one ("Groote Visch-Akte") is for taking fish with all tackle allowed by law, and costs 7 florins 25 cents. The other ("Kleine Visch-Akte") specifies the tackle that may be employed, and costs only 2 florins 62 cents.

All these licenses, whenever issued, expire June 30th of each year.

[No licenses are required for sport in the Dutch possessions in the East Indies].

ITALY (lira = 9½d.).—Shooting License costs 12 liras 50 cent., and can be procured through an English Consul. The whole country is open, save where inclosed or specified. There is no Rod License for amateurs.

JAPAN (yen = 4s. 4¼d.).—Shooting License costs 10 yen. Foreigners are, while present treaties are in force, allowed to shoot only within the treaty limits. No Fishing Licenses required.

KASHMIR.—Shooting License from 15th March to 15th November for large game (with restrictions as to the bag), Rs. 60. License for same period for black bear and leopard only, Rs. 20. License for tahr, goral, serow, bears, leopards, pigs, etc., from 15th November to 15th March, Rs. 20.

Small Game License for pheasants and wild fowl in the season, Rs. 20.

MONACO.—Shooting License costs 20 f. (16s.)

MOROCCO.—No Licenses. The boar near Tangier are preserved by the Diplomatic Body. There is some difficulty in passing guns at the coast ports, and the best plan would be to take them to Tangier and get a pass from H.M. Legation.

NEWFOUNDLAND.—Shooting license for non-residents, $100, and they are limited to 3 male cariboo, and 2 does each season.

NORWAY.—Shooting License for reindeer, £11; for elk, etc., £2, 5s. at present; but, should the new laws pass the Storthing, there will be an additional tax of £25.

PORTUGAL.—For Shooting, a certificate or letter would have to be obtained from the Consul, addressed to the Civil Governor, stating the name of the applicant, his nationality and good behaviour, etc.

Licenses to carry a gun for sporting purposes, without exception, cost:—

License, 800 reis;	for 1 month	800 reis
Stamp, 900 „	„	„	1400 „
Registry, 200 „	for 3 months	290 „

There are no Fishing Licenses especially for sporting purposes, but the Maritime Authorities have to be addressed on the subject of sea-fishing.

PORTUGUESE S.E. AFRICA.—Shooting License costs £50.

ROUMANIA.—To get the best shooting, it is necessary to join the "Jagdverein," but there is no license. For fishing, a permit must be got from the Ministry of Domains.

RUSSIA (rouble = ab. 3s.).—Shooting License for Crown shooting in European Russia costs 3 roubles. In the Caucasus such a license costs about 50 roubles. No shooting license is required in Finland. There is not in Russia proper any fishing license, but the Russian portions of the frontier river Tana are subject to a license of £3, 8s. 6d., payable to the Russian agent.

SPAIN.—A Gun and Game License ("Uso de armas" and "Licencia de caza") cost together about £5, and may be obtained on the recommendation of H.M. Ambassador at Madrid, or of any British Consul, without difficulty. They only give the right of shooting, of course, on public lands, permission from the owners being necessary in other cases. A Fishing License ("Licencia de pesca"), likewise covering public waters only, costs about 30s.

[There are special licenses for coursing and some other sports.]

SWEDEN (100 öre = 1s. 1¼d.).—Shooting Rights are bought (*see* article on Scandinavia). There are no licenses. Dogs may not be imported. There is a tax on ammunition, 35 öre per kilo on cartridges, and 20 to 50 öre per kilo on powder.

SWITZERLAND (franc 9½d.).—Licenses are required in the different Cantons as follows:—

Aargau.—Both Shooting and Fishing Rights are leased by the Government.

Appenzell (Rh. exter.).—Shooting License for sportsmen not resident in the Canton, 40 frs.; for mountain game, 10 frs. extra (Stamp, 50 c.)

Fishings are rented from the Government.

Appenzell (Rh. int.)—Shooting License for the valley, 10 frs.; for the mountains, 15 frs.

Fishing License, 35 frs. a year.

Bâle (city).—Shooting Rights are rented from the Government, and there is an additional tax of 10 frs. for a card of permission.

Fishings are likewise rented, and there is an additional tax of 5 frs.

Bâle (district).—All Sporting Rights are rented from the Government.

Berne.—Shooting Licenses for mountain game, 80 frs. (besides stamp).

Shooting License in the plains, 50 frs.

" " for foxes, 5 frs.

" " for waterfowl, 15 frs.

Fishing Licenses vary: a maximum for rods, of 15 frs. annually.

Fribourg.—Shooting License, without dogs, 60 frs.

" " with dogs, 10 frs. per dog.

" " (in the plains only) without dogs, 30 frs.; with dogs, 10 frs. per dog.

Fishing Rights are rented from the Government.

Geneva.—Shooting Permit, 20 frs. (stamp extra).

Rod License, 3 frs. a year.

Glarus.—Shooting Permit, 10 frs.

Fishing Permit to be obtained from the Government.

Grisons.—Shooting License for the plains, 4 frs.
" " " mountains, 8 frs.
" " " both, 12 frs.
Fishing Permits are granted by the Government, but not to applicants of less than 15 years of age.

Lucerne.—Shooting License (available from 1st September to 15th December), 35 frs.;
(From 1st October to 15th December), 25 frs.
[With dogs, 5 frs. extra. Sportsmen not residing in the Canton have to pay an additional tax of 3 frs. per dog.]
Rod License, 30 frs. a year.

Neuchatel.—Shooting License, 20 frs. [Non-residents pay an additional tax of 10 frs. per dog.]
Rod License, 5 frs. a year.

St Gall.—General Shooting License, 30 frs. [including mountain game, etc., 45 frs.]. [Non-residents pay an additional tax on dogs.]
Rod License to foreigners, 12 frs. per month; the license must be renewed each month.

Schäffhausen.—General Shooting License, 40 frs.
For feathered game, 30 frs.
The Fishing is rented from the Government, but all sub-holders must have a license costing 1 fr.

Schwytz.—Shooting License for mountain game, 20 frs. (stamp extra).
For other game, without dogs, 10 frs.
" " " with one dog, 15 frs.
" " " with two or more, 30 frs.
[Non-residents pay additional tax of 5 frs. on each sporting dog.]
Rod License for running waters, 10 frs. (Fishing in the lakes is free.)

Soleure.—Shooting License, 60 frs. plus a tax of 2 frs.
[Not including feathered game], 50 frs. plus a tax of 2 frs.
[Non-residents pay a tax of 5 frs. 70 c. on each dog.]

[Weekly Gun Licenses can also be taken out for 16 frs.]

Fishing in the Aar is free. Other Fishings are rented from the Government, and those who fish by permission of the lessee must hold a permit, costing 2 frs.

Tessin.—Shooting License, 6 frs.

Rod License, 1 fr.

Thurgau.—Shooting License, 35 frs.

" " including feathered game, 50 frs.

" " for ducks and other waterfowl in January and February, on the Lake of Constance, 15 frs. (Stamp, 20 c. extra.)

Fishing in some of the rivers must be rented. In others it is possible to take out a license costing 5 frs.

Unterwalden (ob).—Shooting License (for the plains, including squirrels), 3 or 4 frs.

Shooting License (for all game of the plains), 5 to 12 frs.

" " (for mountain game), 12 to 30 frs.

" " (for all game, plain and mountain), 20 to 40 frs. [5 frs. extra if with a dog.]

Rod License for running waters (lakes free), 3 to 10 frs.

Unterwalden (nid).—Shooting License (without dog, and excluding marmot and chamois), 5 frs.

(Without dog and including these), 15 frs.

[Extra tax of 5 frs. per dog.]

(Apparently no Rod License for amateurs.)

Uri.—Shooting License, 5 frs.; [tax of 2 frs. per dog]. (Stamp extra.)

Rod License, 8 frs.

Valais.—Shooting License, 15 frs.

The Government grants Rod Licenses, even in the close time.

Vaud.—Shooting License, without dogs, 15 frs.
" " with 1 dog 25 frs.
" " with 2 dogs, 40 frs.
" " with 3 to 5, 100 frs.
" " with more than 5, 300 frs.
" " for shooting from boats on the lake, 15 frs.
[Stamp in each case, 1 fr. 50 c. extra.]
Rod license for the rivers, 5 frs.
[Stamp, 1 fr. 50 c. extra.]

Zug.—Shooting License, 25 frs. (stamp extra.)
(Rod License for amateurs, apparently none.)

Zurich.—Shooting License, 70 frs.
" " excluding feathered game, 40 frs.
" " for waterfowl, 15 frs.
Rod License, 20 frs.

TRANSVAAL REPUBLIC.—A Game License from 1st February to 15th September costs £3, and includes blue and common wildebeest, koodoo, gemsbok, hartebeest, zebra, etc. A license lasting from 1st February to 13th August, and embracing all the smaller antelopes and wild pig, costs £1, 10s. A license for shooting ostriches, from 1st February to 15th July, costs £10. A license for bustards, ducks, pheasants, geese, cranes, and some other birds, available from 15th April to 31st August, costs 10s.

[The shooting of buffalo, eland, giraffe and rhinoceros is absolutely prohibited.]

TURKEY.—A License to travel ("yol tezkeresi") costs 1s. 11d. (11½ piastres), and a Shooting License ("av tezkeresi") costs 7s. 8d. (46 piastres).

[It should be borne in mind that, although smooth-

bore sporting weapons are admitted, rifles, powder, and all manner of loaded cartridges are prohibited from importation into the Empire.]

UNITED STATES.—The cost of licenses is even more variable, and more often altered, than in Switzerland. But the charges are not very high; $25 is the deer license for Michigan. Legislation wisely aims rather in the direction of absolute prohibition in the case of disappearing animals, than in that of revenue-making by permits.

In fact, there is no Federal Sporting License of any kind, such license being regulated by the States.

II

HUNTING AND RACING

HUNTING

I.—THE HUNTING ESTABLISHMENT

IN no sport is it, perhaps, more difficult to estimate with anything approaching precision the legitimate annual expenditure than in hunting, more particularly as regards the keep of a hunting establishment. The maintenance of a pack of hounds may run to almost any maximum, inversely according to the extent of the master's practical knowledge of all that appertains to the management of hounds and horses.

It goes without saying that a master of hounds should take an active and intelligent interest in all matters of detail, and it is important that his eye should overlook the entire establishment, the kennels and stables being conveniently situated in the centre of the hunting country.

The estimates here given do not include the master's own stable.

A master also has to lay out about £1500 or £2000 to start his stable, and he is lucky if he ever sees two-thirds of it again. Besides, all the

years he keeps so much money invested in horse-flesh, he naturally loses the interest of that money, as very rarely do masters of hounds make money out of any horse. Accidents are sure to happen, and one horse killed, or badly lamed, in a season takes away whatever little profit there might have been.

THE HORSES.—Before placing himself in the hands of a dealer, who does not invariably study the manners and peculiarities of the animals he sells, it is incumbent on any master new to the business to take counsel with a disinterested expert as to the nature of the country hunted, and the class of animal required in consequence. Obviously, more valuable horses will be needed to carry hunt servants over the strongly-fenced pastures of the shires than there would be any necessity for in a provincial country. In rough, hilly districts, again, smaller animals will, if well bred, do the work better than the lengthy, long-striding horses required to carry the men over great grazing grounds. Let the master, above all, bear in mind that well-mounted servants become attached to their horses, and take far more care of them than they will give to the raw, bad-mannered brutes they are sometimes called upon to ride.

HUNTING.—Comparing present day prices with those of former years, I have no hesitation in saying

that the master's expenses have steadily, sensibly decreased. The servants' horses cost less than ever. A master of hounds on the look-out for bargains in the spring of the year is often able to pick up really seasoned hunters for as little as £65 to £70 apiece. Spring is unquestionably the right time of year to buy hunters. They have gone through a hard season, and are seen at their worst. It may cost a trifle more to summer them, but they will almost certainly, even allowing for this, prove a good investment. Nor, if the master is a land-owner, particularly, too, if he should have a farm in his own occupation, would this summering be a costly affair. He should allow each horse a comfortable box, in a long range of shedding, opening on a fair-sized exercising yard. Beyond an occasional visit from the blacksmith, all the horses require are two feeds a day, the farm supplying in turn rye, lucerne and vetches. A supply of running water should, if possible, be provided for the range of shedding.

The Cavalry allowance for horses is 12 lbs. hay and 10 lbs. oats with 8 lbs. straw per day. Three trusses of hay a week to every two horses, and, in the hunting season, an additional bushel of old oats a week would be a fair allowance. A few beans and an occasional linseed mash complete the diet. Turning out hunters to summer in grass fields is a mistake, for the animals are liable to become unsound or to meet with injuries by galloping over the hard ground.

On the whole, the cost of keep should roughly work out per horse at 12s. per week in summer, and 20s. in the hunting season.

THE HOUNDS.—The cost of a ready-made pack of hounds would cost, according to numbers, between £750 and £1500. But the usual plan is to secure drafts from other packs. A draft from the Belvoir or Brocklesby would naturally be worth considerably more than one from a less fashionable kennel, but the ordinary draft may be set down at 3 or 4 guineas a couple. Therefore we may call £2, 2s. the nominal price of hounds purchased one by one. For a three-day-a-week country, 50 couples are the usual pack. The meal for feeding the hounds, which should be at least a year old, costs from £14 to £18 a ton, and such a pack would require about 20 tons during the year, each hound eating about 4 cwt. in that time. Horse-flesh or cow-flesh is also given, to the value of about £5 a month, or about seven or eight carcasses.

The pack is divided in two lots for hunting purposes, dogs in one and bitches in the other, though the majority of huntsmen mix these somewhat, an admirable plan. The huntsman always feeds the hounds except when he is out hunting, when it is done by the feeder. The second whipper-in has to assist in cleaning out the stables. In some establishments, except in the case of the second whip, they formerly had to clean their own horses, but this is no longer usual. The second

feeder generally fills the post of valet to the huntsman.

WAGES OF STAFF.—The wages of the hunting staff and stable department are much as they were forty years ago, though good strappers are perhaps rather more difficult to procure, and a slight rise in wage is the result. The huntsman gets from £100 to £120 per annum, with or without draft of hounds; the first or second whipper-in get respectively £80 and £60, and second horseman would get £1 a week. In every case, they get house and firing as well. The clothing of the staff might come to about £22 each.

DECLINE IN PRICES.—From the point of view of the buyer at any rate, present-day prices compare very favourably with those of former years. Oatmeal, a very heavy item, oats, and hay are all much cheaper. As a set off, straw, which forty years ago was gladly given in exchange for manure, has now become a scarce and valuable commodity, especially in grass countries. Some masters are impatient of its increasing price, and endeavour to do without it, substituting peat moss litter, and even sawdust, in their stables. The economy, however, is a bad one, for straw is always worth its price in the stables, and it cannot be done without in the kennels. Straw averages now about £2 per ton, hay, £3 per ton, and oats, £1, 1s. per quarter.

DUTIES OF THE MASTER.—In one important particular, the duties of the master have of late years been very properly lightened, and that is in the matter of investigating all manner of claims for compensation, the administration, in fact, of the poultry and wire funds. These matters are nowadays looked after by specially appointed secretaries, whom, however, the master can often materially assist with advice and information. The subject is treated in a separate article by Major Ricardo, so that it is unnecessary to give it further consideration here.

GENERAL ESTIMATE.—If we keep sternly to averages, attempting no more than a reasonable approach to exact figures, there is no reason why the classical records of masters' expenses should not still serve as the basis of our researches. Thus, Colonel Cook, who lived at the beginning of the century, estimated the cost of hunting a country at £1170 for hunting *twice* a week (eight horses, groom, helpers, food for twenty-five couples of hounds, whipper-in, and feeder, firing, taxes, saddlery, blacksmith, etc.); £1625 for *three* times a week (twelve horses, groom, helpers, food for forty couples of hounds, two whippers-in, etc.); and £1935 for *four* days. These calculations of course assume that the master is his own huntsman; otherwise, £300 must be added to the yearly expenditure.

Again, Mr Delmé Radcliffe estimated the cost of hunting a country in Hertfordshire (in the 'thirties) three days a week at something under £2000.

Against these somewhat generous estimates may be set the still more familiar figure of £700, on which Squire Draper not only kept a stable of hunters and a kennel of foxhounds, but also brought up eleven sons and daughters in creditable fashion! "Scrutator," also regarded as an authority on matters pertaining to the chase, recommends all masters to make hunting and farming go together, taking up at every opportunity such neighbouring land as can be manured from the kennels, and, in return, yield lucerne, vetches, hay, oats, and straw.

Averaging all expenses, I should be inclined to recommend the master to be prepared to spend £500 a year for every day in the week on which his hounds profess to hunt.

COVENTRY.

[The following statistics, taken direct from a ledger in which the master (Major G. C. Ricardo) kept every item scrupulously for five seasons, may prove interesting.—EDITOR].

1. Wages yearly, Kennel and Stable, average for five years. . .	£600	0	0
2. Shoeing, average for five years .	50	0	0
3. Straw for Hounds' Lodging-Houses, also Stable	96	0	0
4. Hay (depends on season) generally averages	165	0	0
5. Oats (depends on season) generally averages	225	0	0
Carried forward .	£1136	0	0

Brought forward	£1136	0	0
6. Meat for Hounds generally averages	320	0	0
7. Coal for whole Establishment	95	0	0
8. Bran and Linseed, for Stable	25	0	0
9. Saddlery and Horse Clothing	100	0	0
10. Whips, Spurs, Horns, for three Men and Master	20	0	0
11. Clothes, Caps, and Boots, for Hunt Servants	97	0	0
12. Flesh Account (Kennel)	60	0	0
13. Poultry Claims (In my hunt the Master has to pay)	60	0	0
14. Taxes and Licenses	45	0	0
15. Travelling and Medicines (Kennel and Stable)	40	0	0
16. Stopping and Keepers' Dinner (paid by Master)	178	0	0
* 17. Huntsman's Book	80	0	0
18. Repairs, Printing, etc., say	50	0	0
Averages—Total cost each Season	£2306	0	0

* This includes fees to Huntsman for stud hounds and any expenses he may incur during the year, with purchase of draft hounds, if any bought.

II.—COMPENSATION TO FARMERS

[The following supplementary notes are contributed by Major G. C. Ricardo, late Master of the Craven.—EDITOR.]

THE question of compensation to farmers and others concerned requires the most delicate handling and equitable management, as it will otherwise inevitably happen that some obtain sums of money to which they are by no means entitled, while others, having really suffered, get totally inadequate consolation. The claimant, that is to say, will be paid in proportion, not as he deserves, but as he makes his claim heard. It has, in a general way, to be borne in mind that agricultural depression and foreign competition have altered the position of the present-day British farmer, who, being himself unable to afford hunting, sees little or nothing of the sport to which he so largely contributes. His land is ridden over; his fences are broken down; gates are left open so that his stock wanders far afield; his breeding ewes are very probably alarmed to the detriment of their condition. All these grievances, valid even in the old days, have increased tenfold with the large

fields of too often unsympathetic hunting folk whom the rail brings from the metropolis to the shires. Of the much discussed trouble of riding over wheat it is perhaps unnecessary to make too much. In point of fact, beyond inducing an unsightly appearance for some months, it does not permanently harm wheat, on certain land, to be ridden over, though, of course, low-lying grass meadows are, at times, particularly when traversed by a brook or watercourse, fearfully cut up. I have in mind one particular field in the Pytchley country, the property of a farmer who is a thorough sportsman, and the whole field gallop over it towards a brook at the bottom. A certain number jump this water, but the rest go careering over the field in search of an outlet. The result is that it looks next morning like a ploughed field, but the owner merely puts the chain harrow and roller over it, and, within a week, nothing is perceivable until it occurs again.

WIRE FUND.—The question of mending fences is far more important, and the tenant whose landlord will not furnish timber with which to mend the gaps, necessarily tries, unless the M.F.H. or Hunt Committee supplies the proper stuff, to mend them with wire. The duty of taking down and putting back wire fences is usually undertaken by the gentlemen of the hunt, else the best countries would be unrideable. The actual cost of taking down wire at the beginning of the season, and replacing it in the spring, varies, of course, with the amount used. In the large grazing

counties — Northampton, Rutland, Huntingdon, and Leicestershire—wire has been almost universally substituted for the old strong ox-fence. Were this allowed to remain up, hunting would obviously be an impossibility, and the gentlemen of the various hunts therefore combine and start a wire fund. A manager is next appointed, and he in turn appoints sub-managers, whose business it is to see that all the wire is taken down in the districts under their respective control. In the provinces, wire is less prevalent; and where, here and there, some non-hunting farmer surrounds his grass paddocks with it, it is usually deemed sufficient precaution to erect danger posts, painted red, to indicate the presence of the dreaded wire. The small wire fund in my own country (Berks) does not come to £10. In the shires, however, some of the wire funds run into hundreds.

POULTRY FUND.—In most countries, the poultry fund has increased of late years to an alarming extent. In the old days the farmer never complained at the loss of a few fowls, but nowadays the poultry fund runs away with hundreds of pounds. Whenever a fowl is missing — it may have been stolen by gipsies, or worried by the village dogs—a large claim is instantly sent into the Secretary of the Fund, and, in place of the old pleasant relations between the master and the farmers, it is now reduced to a mere haggling on each side. My own plan was to divide the country into districts, or squares, selecting a gentleman and farmer

residing in each as the persons to settle all claims. One of these two promptly investigated each grievance as it came up, and I simply paid the price they fixed.

OTHER DAMAGE.—Roots wantonly ridden over constitute a real grievance, for every root struck by the horse's hoofs rots, and is unfit for market. Again, as to the straying of stock, every second horseman should have strict orders from his master to shut every gate he sees open. It is important to bear in mind that the leaders do not do these things. Those in the first flight neither break down fences nor open gates. It is those in the main body that crush and crowd at every gate, and flatten every gap. The Masters in the flying countries have done their utmost to stay the evil, but the ever-increasing fields get more and more out of control. It is easy to blame the farmer, whose holding is within a few miles of the meet, for not shutting in his stock on the particular hunting days, but the draw is occasionally a long one, the first fox may travel a considerable distance, and it is altogether impossible to tell exactly where hounds will be.

The whole question of compensation, outside of the wire and poultry funds, which are comparatively simple, opens a wide field indeed. It is, in fact, a perfectly modern custom, and owes its origin, as aforementioned, to the altered condition of the farmer, as well as to the very different relations now obtaining between landlord and tenant. The former probably

has to be content with a fourth of the rent his father received, and cannot therefore do enough for his tenant to induce the latter to look up to him as of old. Moreover, he cannot always afford even to live on his own property, and hunting is out of the question. No farmer, whether he hunt or not, ever actually subscribes to the Hunt Funds; and the hunting farmer would never think of claiming compensation for damage. But the hunting farmer is becoming rarer each season, and the question of compensation is becoming proportionately more serious. I have heard of no less than £20 being paid to a farmer whose field of Swedes had been ridden over, and but slightly damaged. Instances have also not been wanting in which the members of the hunt have subscribed on the spot for damage done to ewes in lamb, owing to their being terrified by the passing hounds, but this, again, has to be most carefully considered, as there is a temptation for the unscrupulous man to ask something every time hounds run within a field of his sheep-fold. Should a farmer lose a horse or a cow the gentlemen of the hunt should always be ready to compensate him, and in the case of a smashed gate, a small collection on the spot will do more to preserve the good understanding, or what is left of it, between hunting men and farmers, than a larger sum vouchsafed after the grievance has long rankled.

. . . . . .

I have, in the foregoing few notes, laid stress on the necessity for adjusting unreasonable claims with some

care. There is, however, another side to the question, in the contemplation of which the hunting man appears to less advantage. If the thousands of men, many of them from town, would have a little more consideration for the overburdened farmer, even to the practical extent of purchasing of him their forage, much of the present friction would disappear. Unfortunately, hunting is nowadays treated by a certain class too much as a right, and men struggling throughout the country for a livelihood that takes much earning are not unnaturally a little sore at the spectacle of a couple of hundred strangers, none with the slightest stake in the land, or of the slightest benefit to the farmers, galloping over their best land without so much as a "Thank you." Their feelings are not inappropriately relieved by making these gentry pay heavily for their amusement whenever occasion offers. Who shall blame them?

III.—THE PRIVATE INDIVIDUAL

BY the non-hunting public it would appear as if hunting were regarded as a costly sport, which, considering the health and pleasure that it affords, it most assuredly is not. To commence with aggregates, an initial outlay of £140 and an annual expenditure of £80 should cover all the out-of-pocket expenses of any man of moderate weight, well carried to hounds, in a provincial country, three days a fortnight. And, be it understood, provincial countries are no longer held as cheaply as they once were, and nowadays afford very fair sport. By riding a "screw," and making other sacrifices in proportion, a man might even enjoy his sport for far less. The £80 estimate is arrived at thus :—

Keep of Hunter at Livery for 36 weeks, at 29s. per week . .	£52	4	0
Keep of Hunter during Summer: turned out to grass, at 6s per week for 16 weeks . . .	4	16	0
Shoeing and Veterinary Expenses (£3 each)	6	0	0
Hunt Subscription	10	0	0
Extras, such as tips to Hunt Servants and others, keeping Saddlery, Horse, and personal (Hunting) Clothing in repair, etc., say .	7	0	0
Total . . .	£80	0	0

HUNTERS.—Besides the all-important length of his purse, two factors should be carefully considered by any one about to invest in a hunter. First, his own weight; second, the style of country he intends to hunt. Again, the price of a hunter depends directly on the honesty of the seller, the experience of the buyer, the weight the animal is expected to carry at a fast pace, and the kind of ground it has to get over. To attribute to horse-dealers a higher standard of rascality than obtains among any other dealers would hardly be reasonable, but here, as elsewhere, the experience and business knowledge should not be all on one side.

A more expensive mount is, as already indicated by Lord Coventry, needed in the shires than in the provincial country, for hounds travel faster in the former. Such a horse, however, as is absolutely necessary in Leicestershire would be thrown away in cramped, plough country. It should, at the same time, be remembered that an under-bred horse is useless anywhere. The following table gives, roughly, the minimum reasonable price for five- or six-year-old well-bred animals, with good manners, and up to the work :—

	PROVINCES.	SHIRES.
Light weight	£60	£80
Middle „	£120	£150
Heavy „	£170	Up to any price.

For those who desire something cheaper, there are two courses open. They may buy four-year-olds at from £40 to £120, according to breed and weight-

carrying capacity. (Short days and near meets must be the rule for the man who rides young horses.) Or they may buy "screws." The latter, however, should only be contemplated as a last resource. They are never better than moderately satisfactory. In the provinces, by the way, the average hunting man seems to get mounted at from £50 to £120. The majority of hunters should, going out, say, three days a fortnight, see from six to eight seasons.

NUMBER OF HORSES REQUIRED.—The "requirements" under this head depend on individual means and leisure. I doubt whether the average hunting man in provincial countries takes the field more than two or at most three days in the week, and very few indeed go to the luxury of having two horses out the same day. It would, therefore, be possible to get plenty of sport in the provinces out of a stable of three good horses, whereas, in the neighbourhood of Melton, from eight to twelve, according to the owner's weight, might easily be required by a man desiring as much sport as possible.

KEEP OF HUNTERS.—A hunter in hard work will consume food to the value of from 12s. to 16s. a week, reckoned at present prices; during the summer, if kept in his stable, from 10s. to 12s. a week, with little or no work to do. It can be turned out in a good meadow for from 5s. to 6s. a week, but the practice is not to be recommended for reasons given in an earlier article, nor would the horse receive much

attention, unless specially arranged for. If the owner is prepared to do some of the exercising himself, and never requires two horses in the field on the same day, one man can look after a stable of three horses; otherwise, a lad would also be wanted. Two horses, if justice is to be done them, are quite enough for one groom who has to do all the exercising himself.

WAGES.—Wages, of course, vary in different districts, but from £1 to £1, 5s. a week should secure a good man. Two stable suits a year should insure his always being presentable. A responsible head man, with helpers under him, would expect from £1, 5s. to £1, 15s. a week, with clothes and a cottage. Strappers usually receive about £1, 1s. a week, and boys, according to their ability, from 10s. to 18s. a week.

SADDLERY AND STABLE ACCESSORIES.—The following is an average estimate of necessary saddlery per horse:—

Saddle (complete)	£6 0 0
Bridle and Bit	1 15 0
2 Day Rugs at £1, 10s.	3 0 0
2 Night „ at 12s.	1 4 0
Day Roller	0 18 0
Night „	0 12 0
Knee-caps	0 12 6
Bandages (set of four)	0 6 0
Hood	1 0 0
Head-collar	0 10 0
	£15 17 6

The brooms, brushes, corn-bin, clipping-machine, buckets, etc., for the stable of three horses may be put down at £5. Exercising saddles and bridles will be found an economy, and can be bought second-hand for very little.

HUNTERS AT LIVERY.—Those who find it more convenient to keep their horses at livery will find the usual charges vary, exclusive of shoeing, between £1, 4s., and £1. 10s. a week for each animal.

SHOEING.—The set of shoes costs from 3s. 6d. to 5s., and should last about a month.

CLOTHES.—Without going into detail in a matter so entirely fixed by taste, it may be mentioned that almost every article of apparel must be duplicated, and sufficient pairs of breeches bought to allow time for the dirty pairs to be cleaned. Generally speaking, a man can turn out in good style on anything between £12, 10s., and £25 per single outfit, with accessories.

HUNT SUBSCRIPTIONS.—These vary enormously. In any but the most fashionable countries, a subscription of from £10 to £20 would not be inadequate from a man hunting two or three days in the week. A subscription of £10 per horse should carry him anywhere.

VETERINARY EXPENSES.—Luck must, to a great extent, rule the yearly amount of the veterinary surgeon's bill, but perhaps from £2 to £3 for each horse would be a fair yearly allowance.

C. E. A. L. RUMBOLD.

RACING

AS in most sports, but perhaps more than in almost any other, the cost of racing varies enormously according to the man who pays the bill. It costs many men a fortune every year; others, business men intent on getting twenty shillings' worth for every sovereign they spend, enjoy as much sport on practically little. As in other branches of the subject, we must devote our attention to the average man.

Racing expenses fall under three heads:—

(*a*) THE INITIAL COST OF THE HORSE.
(*b*) THE CHARGE FOR TRAINING IT.
(*c*) THE EXPENSE OF RACING IT.

(*a*) BUYING THE HORSE.—There arises the distinction between owners who breed their own horses and those who purchase them as foals, or, as is more commonly the case, as yearlings.

Breeding.—The expenses of breeding may run into very large figures, and it is impossible to give more than approximate estimates of outlay under the

different heads. In the first place, breeding entails the possession of a stud farm, the buildings of which embrace not only the boxes, but also a residence of some kind for the stud groom. It would be nearly hopeless to give figures for either the cost of the buildings themselves, of the ground on which they stand, or even of the grass land for the paddocks, as so much depends on the locality and on the quality of the pasture. Good pasture will vary in price all the way from £2 to £7 per acre.

The cost of high-class brood mares is very variable, though it must not be forgotten that now and again a good foal is thrown by a mare costing very little, as in the case of Blink Bonny, whose dam worked on a farm. On the other hand, La Flêche sold for £12,000. On the whole, perhaps, the cost of a high-class brood mare may be put at from 500 guineas upwards. The margin may seem extravagant, but it is impossible to restrict it, so great is the variation. If a stallion is to be included in the establishment, he may cost many thousands of guineas. Here, perhaps, some noted sales may be of interest as affording an idea of the difficulty of fixing ruling prices in these matters. Thus, Ormonde fetched £31,500; St Blaise and Galtee More, £21,000 apiece; Kendal, £18,000; Matchbox, £17,000; Common, £15,000; Meddler, £14,500; Doncaster, £14,000; and Carbine, £13,000.

On the other hand, I may cite Macgregor, winner of the Two Thousand Guineas in the year 1870, which was bought for stud purposes for only £300

Although he had poor mares to serve, everything he got could win races of a sort, including Scot Free, winner of the Two Thousand Guineas, and in more than one season he sired more winners than any other stallion. Sweetmeat was bought for 110 guineas and Goldsmith Maid for 31 guineas, and they have produced Bridegroom, Sweet Adare, and Dunkettle, each of whom was sold as a foal for 1000 guineas. From the cost of the stallion would be deducted, of course, the fees paid for "foreign" mares, and the profits derived from the keep of such mares as are sent for service, but every service to a home mare should naturally be reckoned at the price of the service charged to "foreign" mares, for it must be borne in mind that the stallion's powers are limited, and, consequently, every home mare served means one fee the less to receive from outside.

The stud groom's wages may be fixed at £2. a week, house free. Then there are the wages of stablemen—one man to each four or five mares in foaling time, or to each seven or eight at other seasons—at 17s. to 18s. a week. There is also the cost of fodder and veterinary fees, for which it is hardly possible to lay down exact returns. Comparatively few people possess their own stallion, and the usual practice is to send the mare for service. Stallions' fees vary from 5 to 500 guineas, the latter sum representing the fee of St Simon. There is always a nominal fee of about a guinea for the groom. In the case of fashionable sires, commanding fees of from 100 to 500 guineas, a considerably larger fee, not actually fixed by tariff, would

be expected by the stud groom, and owners of mares deem it judicious to pay it.

The bare keep of a mare at home, not reckoning rent and wages, may be set down as from 10s. to 15s. a week. At breeding establishments a charge is made of from 14s. to 21s. a week for barren mares, and 20s. to 25s. a week for foaling mares. Charges made by the day amount to about the same. Summing up these breeding expenses, the incidental cost of a foal, outside the stallion's fee, and the interest on the money paid for the mare, may, by the time it is ready to turn over to the trainer, be regarded as covered by £20.

Cost of Foals and Yearlings.—Foals purchased at public auctions may cost anything; indeed, as much as 1160 guineas were recently paid for a colt foal by St Florian. For yearlings of class a common price lies between 1000 and 2000 guineas, and no one would expect to get one of the fashionable blood of the moment for less that 500 guineas. The highest prices on record were the 5500 guineas (at auction) for La Flêche and 6000 guineas (bought privately) for Childwick. On the other hand, Galopin fetched only 520 guineas as a yearling, and Doncaster, winner of the Derby, sire of Bend Or, and grandsire of Ormonde, was sold at auction for 900 guineas.

(*b*) TRAINERS' CHARGES.—The charge commonly recognised for the keep and training of a horse of any age is 50s. a week. The Prince of Wales voluntarily pays Marsh £3, 3s. a week, and others

do the same, with the result of an advance at Newmarket on the established 50s. At Newmarket, by the way, there is an additional heath tax of £7, 7s. per horse per annum. These charges include, so long as the horse is at home, everything but veterinary services. On the other hand, the instant the animal leaves for racing purposes, the cost falls upon the owner, including an attendant to each horse, as well as, in some cases, a "travelling boy."

(*c*) RACING THE HORSE.—There are innumerable expenses in connection with racing the animal, once it is bought and trained.

Carriage and Keep of Horse and "Lad."—Two railway companies make a practice of carrying horses and attendants free, but this can hardly become general. Another recent innovation is that of free stabling and forage. Extortionate charges are, however, still the vogue in connection with the old-fashioned gatherings. Thus, at Epsom, the cost of stabling eight horses for four days recently amounted, exclusive of every other expense, to no less than £60.

It is almost impossible to give any satisfactory idea of the typical cost of sending horses to meetings as everything depends on the distance between the place at which the horse is trained, and the place at which it is to run. One general instance may serve as some guide in the matter. Thus, Liverpool is an expensive meeting for Newmarket horses. Each horse costs, each way, £2, 4s. 9d. railway fare

and 15s. 7d. for the "lad"; or, in all, £6, 0s. 8d. for the double journey. Add to this a charge of a guinea per stall for the meeting; 6s. a day for the corn, and 7s. for keep of the "lad"; which would bring the bare cost for three days (all that need be allowed for a four-day meeting) without any extras, to £8, 0s. 8d. per horse. (For several horses travelling together, the railway charges per horse would be less.) At Ascot, the charge for a box for the week is £3, 3s. 0d.; 10s. 6d. a day being charged for the "lad's" keep, and 7s. 6d. a day for that of the horse. This charge for the keep, by the way, is not affected by the owner bringing his own corn. At Goodwood the charges are practically the same, and these figures may be regarded as representing outside prices, between which and the afore-mentioned "no charge" courses, there is a graduating scale. The only rule that can be formulated in a general application is, that the charges are low wherever it is desired to attract horses, particularly in cases where the distance to be travelled is considerable. At Manchester, for instance, not only is everything free, but Irish owners of limited means are assisted with a cheque, should their horses prove unsuccessful.

Taking horses to races on the Continent may cost considerably more than any sums mentioned above. Thus, as an instance, the cost of sending a couple of horses, with jockey and three "lads," to Baden Baden was about £160. In the case of specially valuable animals, owners not infrequently go to the

additional expense of taking their own shoeing smith to the scene of action.

Expenses of Trainer, Manager, etc.—The trainer's expenses to, at and from meetings also have to be paid, and on a liberal scale. They may include a 30- or a 50-guinea box at Epsom, much depending on the ideas of the individual trainer. The best is not necessarily the most extravagant, but it is only fair to mention that a trainer may, at such meetings as Goodwood, develop into a very costly item indeed. In addition to these expenses, some owners indulge in the services of a manager of the stables, quite apart from the trainer. The salary of this functionary will, of course, vary, but £1000 may fairly be cited as an approximate sum for the purpose. Of course, his travelling and other expenses, like those of the trainer, fall on the owner.

Owner's Expenses.—Even more than those of his employés, the owner's expenses vary according to taste. They may be no more than those of the ordinary race-goer if he elects to travel to and fro by train, or put up at an hotel. On the other hand, he may hire a 100-guinea house at Ascot or Goodwood, or one at half the price, or less, at Newmarket. Such expenditure can no more be regarded as necessary than can the taking of a 50-guinea box on the Epsom Grand Stand, but owners of high-class horses are frequently found indulging in these luxuries.

Entries for Races and Forfeits.—For the "classic" events, as the most important races are colloquially

termed, horses have to be entered as foals, and yearlings are bought with their engagements, the purchaser becoming liable for the forfeits. These, counting only the minor forfeits to which the foal is already committed, may amount to between £400 and £500. These have to be added to the price paid for the foal or yearling, and if the horse be left in for the races beyond certain specified dates, the forfeit increases in amount in a remarkable manner. Thus, as an example, the minor forfeit for the Derby and Oaks is only £5, but after the first Tuesday in the preceding year it runs up to £25, the full subscription being £50. Again, for the Two Thousand and One Thousand Guineas, the sole minor forfeit is £50, the full subscription being £100. For the St Leger there is no forfeit, an entrance fee of £25 being paid in the first instance. For the two Newmarket £10,000 races, the Princess of Wales' Stakes and the Jockey Club Stakes, the accumulative subscriptions for foals, each coming due at a specified date, are £5, £21, £32, and £52, or £110 in all if the horse be left in after the first Tuesday in January, nearly eighteen months before the races are run. Roughly speaking, of 250 subscribers one-fifth would pay the £32 subscription and afterwards withdraw. The full entrance to the Sandown Park Eclipse Stakes, should the horse be left in after a date falling a full eighteen months before the meeting, is £115, whether the horse starts or not. Thus, some thoroughbreds start on their two-year-old career with obligations for more than

forty races. In the Post Sweepstakes, run at Newmarket, the subscriptions are either £100 or £200, and similarly expensive races are run at Ascot and Goodwood. On the other hand, there are many valuable races for which the entrance is £1 or £3 only if the horse be scratched in good time.

The following fees are payable:—For registering the name of a horse, 2s. 6d.; clerk's fee on making an entry, 2s. 6d.; for weighing, 2s. 6d.; for registering an authority to act generally on behalf of an owner, 5s.; for registration of an assumed name, £30; for registration of partnership, £1 for each horse; for the annual registration of colours, 5s.; registration of colours for life, £5; registration of foreign and veterinary certificates, 5s.; registration of jockey's agreement, 5s. Under National Hunt rules, the fee on entering is 5s., including weighing. On election as a qualified rider, £1; for registration of assumed name, £10; registration of colours for life, £2; registration of National Hunt Flat race certificates, 5s.; registration of Point to Point Steeplechase certificates, 10s.

Racing on a Smaller Scale.—If the owner's ambition should fall short of aiming at the classic races, racing may be conducted on much less expensive lines. This, of course, applies to the original cost of the horse, for it will be readily understood that it costs much the same to train a good horse as a bad one. But horses capable of winning races can be picked up out of selling races for as little as 60 guineas. It is rare, indeed, for the winner

of a selling race to fetch as much as 1000 guineas, the record exception being 1600 guineas. On such occasions, as well as at public sales, thoroughbreds equal to winning races of a kind constantly change hands for a few hundred guineas, though the ready-made racer may also fetch anything up to £15,000. The late Marquis of Hastings paid nearly this sum for Kangaroo, to win the Derby with him, but failed; Sir J. Miller paid 7500 guineas for Sainfoin, and with him won the Derby of 1890.

Jockeys.—In one way and another, jockeys constitute a heavy item of expense. Nominally, the fee for each mount is 3 guineas, and this becomes 5 guineas in the case of a winning mount. In addition to these minimum figures, however, considerable sums have to be paid to the most capable jockeys by way of retaining fees. The low retaining fee of £100 a year, which the late Fred Archer received from the late Lord Falmouth, may be regarded as exceptional, and the retaining fees of a fashionable jockey nowadays probably amount to thousands of pounds. The latest instance is the £5000 which Lord William Beresford and Mr Lorillard are to pay Sloan, the American jockey, for the 1899 racing season. In cases where no retaining fee is paid in this way, special amounts are constantly given for the services of particular jockeys, a good light-weight apprentice being of more value to a trainer than the average thoroughbred, even though a winner of races. Thus, £100 a ride is no uncommon figure. The fee for riding the race does not of course include the re-

muneration for riding trials, the recognised fee for the latter being 2 guineas. Over and above every stipulated payment are the customary presents made to jockeys when they win valuable races. Here we get out of the region of recognised tariffs, and have to leave results to individual liberality. No jockey probably would express surprise if he were to receive £500 for winning the Derby, whilst it is reported that the owner of Chaleureux gave the jockey who won the Cesarewitch in 1898 £1000.

Other Presents.—Nor are the presents expected of a winning owner by any means confined to the jockey who rode. The "head lad" of the stable expects a *douceur* in proportion to the value of the race, and it would not perhaps be politic to ignore the expectation. The "boy," too, in charge of the horses would get at the least a sovereign as a tip for the very smallest win. Sometimes, again, the trainer has a standing agreement with the owner to receive a commission of, say, 10 per cent. on all races won.

Colours.—Racing colours, consisting of cap and jacket, cost up to £5, and economy is observed by keeping an old set for wet days disastrous to colours. Mr E. Woodland's all white would not cost much, for the rider is not bound to wear a satin jacket, and a shirt or jersey could take its place.

Saddlery, etc.—I have said nothing under this head for the reason that the trainer supplies everything in the way of clothing for exercise purposes, and jockeys use their own saddles. The complete outfit for a horse at exercise, including ankle and knee boots,

bandages, etc., would, as a matter of detail, cost about £15, but this has no bearing on the cost to the owner. Racing saddles cost, roughly, £5, top-boots £2, 2s., and breeches £2, 10s.

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STEEPLECHASING. — Steeplechase horses are less valuable cattle than flat-racers, not, indeed, owing to any greater supply, but because the prizes in this branch of racing are of much smaller value. The generality are to be had for three figures, and £3000 may be regarded as an altogether exceptional price, though there are many purchasers who would gladly give from £1000 to £2000 for an efficient fencer able to stay. The hurdle-racer, unless a steeplechaser in the first instance, is another sort of animal altogether. Hurdle-racing may, in fact, be regarded as a bastard sport at which disgraced flat-racers, incapable of getting a mile, often succeed. The cost of such hurdle-racers should be between £100 and £200, though there are the usual exceptions.

Jockeys' fees for steeplechasing and hurdle-racing are 5 guineas the mount, and this becomes 10 guineas for winning mounts, the excess over flat-racing fees being of course due to the greater danger in this form of sport. It must, however, be borne in mind that this by no means absolves owners from an unwritten obligation to do the best they can afford for a jockey disabled in riding one of their horses.

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INSURANCE. — Blood stock may be insured at Lloyd's at 6 per cent. for ordinary risks.

E. T. SACHS.

TROTTING

LIKE every sport connected with horses, trotting may be followed on any scale, involving either very slight or very heavy outlay. The expense may be divided in two parts—the cost of the horse and the cost of the waggon.

THE HORSE.—A horse is not, in America at any rate, regarded as a "trotter" unless it can trot the mile within 2 min. 30 sec. Now, a horse that can cover the mile in, say, 3 min.—and that will probably satisfy any one not too particular about extreme speed, looks, manners, or age — can be purchased for about £30. A pacer of the same speed would cost even less. Those, however, who look for speed, combined with looks and manners, must pay the price. It may in passing be remarked that not one racing trotter (or pacer) in a hundred can be said to make a really pleasant or even safe road horse, being too given to pull hard, often on one rein, also to shy and stumble, and being by no means sufficiently sound to stand road work.

Coming to actual prices, a trotter with a record, or authentic trial, of a mile in 2 min. 30 sec., and capable of equalling it, or a pacer that can cover the mile in 2

min. 25 sec., may, if a perfect road horse and not a puller—its age should be not over eight years—be designated a third-class road horse, and should fetch about £300. A trotter, again, which can go the mile in 2 min. 15 sec., or a pacer 5 sec. faster (a fair ratio all round), should be worth, given the other qualifications and good looks, fully £600. It may be relegated to the second class of road horse. The first class, including animals that are handsome and fearless, going without boots or blinkers, young and sound, and capable of being driven with one hand at all speeds, from the mile in 2 min. 10 sec. downwards, are practically worth any fancy price, from £2,000 upwards, "Arion" (with a record of 2 min. 10¾ sec.) having commanded a price of £25,000, while "Axtell," a three-year-old, with a record of 2 min. 9 sec., fetched £21,000.

It goes perhaps without saying, that a pair of matched trotters, or pacers, may be worth considerably more than the joint value of the animals separately, for, in addition to the usual difficulty in matching for appearance, there is a greater difficulty of matching for speed.

THE WAGGON.—Like the horse, though in a lesser degree, the cost of the vehicle is subject to much variation. A cheap ball-bearing, pneumatic-tyred wheel road-cart may be bought for anything from £10 to £15, or a waggon for £25 to £75, the harness costing from £3 upwards. Indeed, one of the best bicycle-wheeled waggons need not cost

more than £50 to £70. These are not yet manufactured in England, but are imported from the States. It is also wiser to import the harness, for English-made trotting harness has often the fault of clumsiness, being, moreover, strong where strength is of secondary importance, and weak where it should be stout. The old high-wheeled waggons may run to any price, up to £120, but the cycle-wheeled pattern will be found both faster and safer. Waggons should, treated with care, last 4 or 5 years, but racing sulkies, which cost from £15 to £20, should be new each year. A jogging-cart for exercising costs £15, and saves wear of road waggon.

NOTES ON PURCHASE AND KEEP.—So much, then, for the main heads of expense in this sport. If only a 3-min. horse is wanted, it is often a matter of no great difficulty to pick one up at the sales of imported American horses that are brought over weekly in large numbers for use in cabs and vans. It all depends on the amount of judgment exercised, which, of course, applies to all horse transactions, and a good judge will pick up such an animal for very little money. But, for a faster, it will be necessary to go either to the American dealers who have lately started the sale of trotters in England, or—and this is without alternative in purchasing very high-class animals—to the breeder or owner direct in New York or Chicago. In the latter case, it would be exceedingly desirable, as at a sale of hunters in England, to know as much as possible of the horse's

antecedents. Regarded from the strictly practical point of view, a really fast trotter is almost thrown away on trotting races in this country. For this, two reasons may be assigned. In the first place, the stakes are very small to attract valuable horses; and, secondly, as the competitors are handicapped, a slow one can carry off as many races as the fastest one at scratch, if only it be well placed in the handicap. Further, a pacer, which is cheaper than a trotter of similar speed, is practically more suitable in England, where pacers are allowed to compete against trotters. Such is not, however, the case in France, Italy, and Russia, and in the last-named country geldings also are excluded from competing. A really fast mare or stallion, of a speed not less than 2 min. 15 sec., will be found the most reliable for racing in those countries, and after several wins such an animal fetches a good price in France and Russia for breeding purposes. As to the exhibition of American trotters at English shows, the "pace and action" classes cannot candidly be said to offer much inducement to owners of fast trotters, and, as the classes for American horses are judged by the ordinary carriage-horse standard, it is impossible for a trotter to win in them. Breeding trotters cannot in the ordinary course be recommended. Few of the foals take after their parents in speed, and it will, on the whole, be found both cheaper and more satisfactory to buy the ready-made article.

As to keep, it costs, roughly speaking, the same as that of ordinary carriage horses, except that it is

necessary to employ an expert in driving trotters to exercise the horses. It is well known that a fast trotter may in a few drives be utterly and irremediably ruined for trotting purposes by a man, even a good driver in the English style, who is not experienced in driving trotters. In fact, a fast trotter must be looked upon as a very sensitive and delicate article, and, once it is allowed to degenerate into hobbling, hitching, side-pulling, and other offences, it is exceedingly difficult to break it off them. Thus, nearly every good trotter has its own particular speed at which it may be safely exercised; but, if driven a shade faster, it soon commences to hitch, a vice easily brought about by English drivers, who are fond of jogging the animals this shade too fast. A man, on the other hand, accustomed to trotters, will jog quite slowly, or else let the horse "square out" at a slow trot, with no suspicion of the mixed gait between a jog and a trot, or of pacing. It is therefore false economy for the owner of any but the very cheapest grade of trotter not to have an expert to look after the horses, and this, of course, involves some extra expense, as the wages of such experts may, according to their experience and testimonials, be from £3 to £5 a week, lodging extra.

Boots, if necessary, as for trotters intended for much racing, will cost anything from 16s. to £5.

If an owner has but one or two trotters, he had far better exercise his horses himself, as he will in this way run considerably less risk of having them spoilt.

SUMMARY OF FOREGOING EXPENSES.

Cost of Trotters	£30 to £25,000
„ „ Waggons	£10 to £75
„ „ Harness	£10 upwards
„ „ Boots from	16s. to £5.

Wages of Expert driver from £3 per week, lodging extra.

(So that, exclusive of purchase of horses, the expenses of each for stabling, clothing, etc., mean from £120 to £150 a year.)

WALTER WINANS.

III.

BOATING AND YACHTING

BOATING

BOATING may be put down as one of the more inexpensive sports, for the initial expenses are very small, and if a man is a member of some rowing club, University or otherwise, he can get as much practice in the art in an ordinary way as he wants for about £10 a year. In the case of private owners of skiffs and river craft generally, the attendant expense is much greater, including, as it does, housing, maintenance, and repairs, apart from the initial outlay, which may be £10 for a canoe or £300 for a launch.

COST OF RACING CRAFT.

The larger craft for racing purposes, eight and four oars and the like, are only to be found in rowing clubs, either at the Universities or on the Thames and other rivers, where a member on payment of a subscription of a guinea or two a year is entitled to make use of the club boats without any further expense on his part, apart from that of uniform, and possibly an extra subscription for Henley.

Racing eight-oars of cedar vary in length from 56 to 63 ft., and in price from £50 to £55; this is for the shell, with sliding seats and rudder, but without oars.

Clinker-built gig-eights of from 56 to 58 ft. in length cost much the same, with an extra charge of £2 if the ends are canvassed over, which is, however, unusual in these boats.

Racing four-oars, of some 42 ft. in length, with foot-steering gear and without oars, cost from £30 to £35, while the heavier clinker-built four, generally 3 or 4 ft. shorter, and constructed of white deal with mahogany gunwales, is a couple of pounds cheaper.

Light racing pair-oars are a little shorter, averaging some 35 ft., and cost from £20 to £22, with in some cases a pound extra for the foot-steering apparatus.

There is also a corresponding clinker-built boat some 9 ft. shorter, and costing a couple of pounds more, with rudder and sliding seats, but this latter type of pair is seldom used. If fitted for sculling on fixed seats it costs another £2 or £26 altogether, this including two pairs of sculls and everything complete. For racing purposes, however, a carvel-built double-sculler with slides is invariably used, and would be perhaps a trifle cheaper.

Racing sculling boats, or wager boats, as they were formerly termed, vary greatly in weight. "Wag" Harding has used a boat weighing only 19½ lbs., but as a general rule they run from 24 lbs. and a length

of 30 ft. for a 9 st. sculler, to 34 lbs. and a length of 31½ ft. for one of 13 st., with a corresponding increase in width of from 9 to 11½ in. Such boats, with slide, swivel, rowlocks, and sculls complete, are built for from £14 to £16.

Racing boats are invariably of cedar, for the American *papier maché* craft have already begun to be superseded by others built on the English plan. The making of oars and sculls is a special trade in itself, and the Universities and principal clubs generally use those of a well-known maker at Putney. The best racing oars can be obtained at from £1, 15s. per pair, with 7-in. blades, to £1, 10s. with 6-in. blades; practice oars are 5s. a pair less. Racing sculls run from £1 to £1, 5s. for blades of the same width respectively as oars; second-quality sculls are 1s. or 2s. cheaper per pair, rubber handles being 3s. per pair extra, while metal buttons and a guard plate for swivel rowlocks add a cost of 4s. the pair. Skiff sculls for pleasure boats cost from £1 to £1, 2s. a pair, according to the width of blade, those of second quality being a little less in price. Most of the ordinary racing boat-builders will supply sets of oars or sculls with their boats, if desired.

Competition has of late years somewhat reduced the prices for racing craft and appliances, and if they still appear somewhat high, which they are far from being in reality, it must be remembered that the workmanship is very delicate, equal in fact to that of the best cabinet-maker, and also that the material is of the best.

Racing Expenses.

Under the head of racing craft should by rights come racing expenses at Henley or elsewhere, but, as I said before, these are entirely club expenses, since no one can compete who is not a member of a recognised club, and, as a rule, the club bears most of the expense, though rarely, if at all, in the case of scullers, who are as much at the mercy of lodging-house keepers as any ordinary visitor.

The main item of expense for amateur scullers who go in for racing is, of course, a coach. It is only in this branch of aquatics that the services of professionals are utilised, and the amount of their emolument is extremely hard to fix. Practically, it depends on the length of the sculler's pocket. A recent Diamond and Wingfield winner used to give his coach £8 a week; one of the best of professionals, an ex-champion, by the way, has coached for five or six shillings each outing; another professional made £121 in three months out of his pupil. The expense is naturally very great, since the sculler has to take his coach about with him and pay travelling expenses.

PLEASURE CRAFT, GIGS, AND SKIFFS.

The type of boat most generally in use on the Thames is the skiff, either single or double sculling, carrying respectively four or five persons. The cost of skiffs is as near as possible 23s. per foot run, the size varying from 15 to 22 ft. or thereabouts, though the fittings (and such extras as awnings, etc.) of a large skiff can amount to £30 odd, over and above the cost of the

hull. But most of these extras are quite unnecessary, as may be seen from the accompanying table, taken from the price-list of one of the best builders.

DETAILED COST OF FITTINGS

Boathook	£0	6	0
Paddle ditto	0	8	0
Mast and Sail	2	5	0
Towmast	0	5	0
Towline	0	3	0
Swivel Rowlocks and Plates	2	10	0
Patent Rudder Hangings	0	15	0
Fendoffs, each from	0	1	0
Iron Lounge Rail	1	0	0
Mahogany Cane Rail	3	10	0
Drawers, set of three	0	15	0
Horsehair Cushions	3	0	0
Carpet from	1	0	0
Matting	0	17	0
Seat Mat	0	3	0
Bow Back-board	0	10	0
Rudder Lines and Knobs	0	7	6
Boat cover, Duck	2	5	0
Gold Bead Lines inside and out	1	0	0
Monograms on gear, each	0	2	6
Mahogany Grating fore and aft	5	0	0
Patent Umbrella, canopy fitted	5	10	0

Double-sculling gigs to carry six altogether can be had new for £30 with everything complete. Single-sculling outrigged gigs, measuring from 18 to 20 ft. in length, cost from £17 to £19 complete, while inrigged skiffs of 16 or 18 ft. length can be had also complete from £18 to £20. One builder has a mahogany double-sculling skiff for £45 complete, but

in this case the fittings, cushions, etc., are unnecessarily good for ordinary use. Small double-sculling skiffs can be obtained, of course, for considerably less, the prices varying from £19 for one measuring 16 ft. × 3½ ft. to £23 for one of 20 ft. × 3¾ feet complete; and the cost of extra length is about £1 per foot.

There is an excellent type of combined rowing and sailing gig, 18 ft. × 5 ft. 3 in., of cedar and mahogany. When racing, the ordinary mast and sail stow inside the boat, and a longer mast with a 165-feet racing sail is carried. This boat, at present in South America, was illustrated and described in the *Yachtsman*, 7th January 1897. The cost would probably exceed £30.

Hire, Housing, etc.

Practically, all boat-builders on the Thames let out boats on hire by the hour, day, week, season, etc. The hire, for instance, of the mahogany double-sculling skiff mentioned above is £16 for the season, *i.e.* June to September inclusive, if the boat and all the fittings are new; some two or four pounds less would be charged should the boat be in its second or third season. The charge for housing the boat is £5, or a pound less if bought from the houser. A fair housing charge for a skiff or gig would be 3 guineas for the summer and 1 guinea for the winter season. Skiffs and gigs can as a rule be hired for the season from 8 guineas or so; single-sculling skiffs cost from 4s. to 5s. per day to hire, and double-sculling skiffs from 5s. to 7s. 6d.

Where a boat is hired for the whole season, or for any considerable period, the cost always includes housing, attendance, and the use of dressing-rooms, with which most boat-builders' establishments are provided.

RANDANS.

Randans, or treble-sculling skiffs and gigs, are naturally more expensive.

An outrigged randan gig, 27 ft. × 3½ ft., clinker-built of mahogany, complete with sculls, rudder, etc., can be had for about £33, a pair of oars costing an extra 25s., and a gold line inside and out £1, 10s. If inrigged and a trifle shorter, the cost would be two or three pounds less; and if white deal be used instead of mahogany the price is still further reduced by a couple of pounds.

Inrigged randan skiffs, complete, vary from £38 to £50, while the extras (such as a pair of oars £1, 5s., gold line £1, 10s., fore-and-aft gratings £3, cane in place of iron back-rail £1, 5s.), may considerably swell the total. This class of boat can be hired by the month for from £12 to £16; while the rent for housing a private boat would be about £4 for the season. A day's hire is about 10s.

DINGEYS.

Though properly an appanage of yachting, the dingey is much used upon the Thames as tender for house-boats, or else, fitted with sailing gear, as an independent craft. A mahogany 12-feet dingey can be had complete for about 18 guineas; while smaller sizes, ranging from

8 ft. × 3 ft. to 10 ft. × 4 ft. cost from £12 to £14, with oars, rowlocks, etc., complete. An outrigged sculling dingey, 17 ft. × 23¾ ft., costs from £1 to £15, a sliding-seat arrangement being 15s. extra.

Sailing dingeys are more expensive. A small sailing dingey measuring 12 ft. × 4½ ft., with lug sail and centre-board, runs to about £24; while one specially built of cedar and mahogany for racing would cost still more. A 22-feet steam dingey of teak or mahogany, with compound condensing machinery, costs some £150. But launches are alluded to on a subsequent page.

PUNTS.

Ordinary punts for poling are generally of mahogany, or of pitch-pine and mahogany combined; the former being the most expensive. A mahogany punt, 25 ft. × 3½ ft. should cost about £20 complete, while the smallest run from £15 upwards. A rowing punt of pitch-pine and oak fitted with sculls, rudder, etc., 17 ft. × 4 ft. 6 in., costs £11 or £12; if built of mahogany, with a skiff head instead of the usual square head, the cost is four or five pounds more; in this shape they can be had as small as 12 ft. × 3½ ft. in pitch-pine at a cost of £10 to £11 with sculls.

A very light, strong type is the Canadian punt, built close-ribbed on the canoe plan. These are equally handy to tow, paddle, scull, or sail, on account of their small weight, and can be bought with appliances for all the above-mentioned methods of propulsion for from £24 to £36, according to the

size desired. Common pitch-pine punts for ferrying purposes are inexpensive, only costing about £12. Sailing punts vary greatly in price, according to material and size. One measuring 20 ft. × 3½ ft. of pitch-pine and mahogany, half-decked, with centre-board, sail, etc., complete, can be had for as little as £18, and for £19 5s., if fitted with lee- instead of centre-boards.

A 25-feet mahogany punt, all complete, may often run to as much as £42; probably the average lies between the two prices. Poles cost from 6s. to 12s. apiece. Racing punts, measuring some 30 ft. × 2 ft., are only built to order, as the demand is so small.

The hire of an ordinary punt for sailing or otherwise varies from 6 to 14 guineas for the season, and from 6s. per day; that of a Canadian punt for the season is 8 guineas in the case of a 16-footer, and 9 guineas for a 20-footer. The cost of housing private punts is about 4 guineas per annum—1 guinea for the winter, and from 2 to 4 guineas for the summer season. This includes moorings in the case of sailing punts. [*See* separate article on PUNTING].

CANOES.

The common or English paddling canoe costs some 15s. per foot, and about 1s. per foot more if built of mahogany. A double canoe, clench-built of white deal and mahogany, with aprons, back-rests, paddles, and cushions complete, measuring 18 ft. × 2 ft. 4 in., can be got for £14 or £15, while Niagara canoes for from one to three persons, fitted with swivel shifting outrigger, sculls, and centre-board,

run from £15 upwards. Canoe paddles of the double-bladed type are from 9s. to 10s. 6d. apiece. A mast and sail can be obtained for a single canoe at the cost of 20s. to 25s., but for sailing purposes canoes primarily built for that purpose are much the best, though more expensive.

Sailing Canoes.

A Rob Roy canoe, measuring 14 ft. × 2 ft. 4 in., costs £15 with sails complete. Half or full-decked boats, with main- and mizen-mast, self-reefing sails, and centre-board, run from £20 for one 14 to 16 ft. long.

Canadian Canoes.

These are made in six or seven different sizes, ranging from 14 ft. in length and 28 in. beam to 18 ft. and 35 in. For the former size the price is £9, for the latter £13, 10s. These are built of basswood on the open-ribbed plan, and are the cheapest.

If close-ribbed (*i.e.* ribs 1½ in. apart as compared with 5 in. in the first-mentioned class of canoe), the prices for the same sized canoes are from £13 to £17, according to the different lengths given above. Again, if built with longitudinal strips in the clear cedar or butternut, which is usual in this style of build, the prices run from £14 to £20. For the ultra-fastidious there is yet a higher priced class, built with longitudinal strips of fancy woods, such as walnut, Spanish cedar, or redwood and cedar, the light alternating with the dark strips, and their cost is from £17, 10s. to £22, 10s., paddles always in-

cluded. The prices are not in reality so high, since there is generally a big discount for cash—from 15% to 20%.

Punting canoes, from 20 ft. to 25 ft. in length, cost from £14 upwards, and racing canoes from £11 to £16. For picnics and club there is a special type of canoe, dubbed a "War Canoe," holding ten or more people sitting in a double row side by side, which runs from £30. Paddles for Canadian canoes cost from 7s. to 8s. each.

Hire and Housing.

The season's hire of a new canoe is about 6 guineas, and 1 or 2 guineas less if the canoe is a newly-painted old one. They may be housed for some 3 guineas per annum, about 2 for the summer season, 1 for the winter. The hire for a day is between 3s. and 4s. Any one desirous of fitting a canoe for sculling can get sculls, stretchers, seat, and rowlocks for about £1, 15s. extra. [*See* separate article on SAILING CANOES.]

LAUNCHES.

Electric motors and oil machines are being so successfully developed and improved upon, that there is a probability in a very few years of their altogether cutting out the steam launch, which is already losing caste in the sight of private owners. The absence of heat and smell, and the great reduction in the cost of working, coupled with the fact that one can "work" the couple or so of levers oneself without a man

are a powerful argument in favour of the motor boat.

Electric launches cost from £60 for the smallest size up to £700 for a 45-footer carrying forty to fifty people, and running 70 miles without recharging. A 30-feet boat carrying twelve, and capable of running 40 miles at a stretch, would be about £400, while one of the same length built pinnace fashion would be some £100 less.

A launch for from four to six people costs perhaps from £140 to £160, while the minimum price, say about £60, is rather for small boats, such as dingeys, fitted subsequently with electric motors.

Hire, etc.

An electric launch carrying thirty-five costs from 6 to 7 guineas a day; one for six costing from £2, 10s. to £3, 10s., the higher figures in both cases being for Saturdays and Sundays. Afternoon runs cost from 1½ guineas, according to the size of the launch. These charges include attendant and lock-dues (*see* table pp. 196-198). For Henley and other Thames regattas there is a special scale of higher charges, while for hiring by the week, month, or season, the price is of course reduced. The charges for a month are from 20 guineas upwards.

The largest builders are all provided with hauling-up slips and appliances for housing private launches, and the terms, depending entirely upon the size of the boat and the amount of attention required, run from 5s. per week upwards, and moorings the same.

Oil Engine Launches.

A 30-feet boat with cabin and an engine of 7 h.p. can be had for about £350, and a 26-footer, with an engine of half the power and a speed of 6½ miles per hour, would be from £100 to £150 less. These, however, are not used so extensively as electric-motor launches.

Steam Launches.

Steam launches carrying from six to two hundred people can be hired from 3 to 12 guineas per day, engineers, lock-dues, etc., all included. One carrying twenty to forty would cost about £20 per week, or £60 per month. But, as I already said, electric launches are rapidly superseding those driven by steam, at all events, as far as private owners are concerned, and the type of steam launch most *en evidence* is that carrying from fifty to one hundred and fifty people, which is largely hired by private individuals for picnics and up-river trips. A longish day's trip is from Kingston to Windsor and back, lasting ten hours or so, or a shorter one of eight hours to Bell Weir.

A longer journey still is that to Oxford from Kingston, lasting six days, stopping at Maidenhead and Streatley for the night on the way up, one night in Oxford, and at Wallingford and Marlow on the return trip. The same can also be done in four days, stopping the night at Henley both ways. From Staines, a good day's run is to Reading or Marlow, and from Windsor to Goring or Henley

and back in all cases. The speed of any launch on such up-river expeditions would average some 4½ miles up and 5 miles down stream, this including the time spent—or wasted—in getting through locks. In the case of the larger launches, one can always arrange if necessary with the proprietors for catering on board.

HOUSE-BOATS.

It is absolutely impossible to give anything but the barest outlines of cost of building and hiring house-boats.

Roughly, they cost from £150 to £1000, and probably the average lies somewhere about midway between these two, but everything—style, dimensions, decoration and fittings—depends so entirely on the taste and purse of the owner, that even an average is hard to find. That given above does not include fittings but only the hull. One College barge at Oxford ran into four figures, and that of Keble cost £820 without fittings or extras, but then these are rather more ornate and academical perhaps than the ordinary house-boat.

Hire.

The price of hire, too, is a very variable quantity, being as it is, proportionate to the size and, if furnished, to the magnificence of the internal fittings. There are several house-boat agents in London who supply full particulars every season of boats for sale or hire, furnished and unfurnished. Henley week always brings the highest prices, and as much as £100 has been given for a big house-

boat for that period; though the usual price probably varies from that sum to half the amount.

For the season, prices range from £50 to £200 or more, and for a month 20 to 40 guineas is a fair price.

For instance, one with a saloon, two double bedrooms, two cabins with a couple of bunks in each, and kitchen, will fetch about £30 per month.

BOAT TRIPS AND CAMPING OUT.

The favourite Thames trip is that from Oxford to Richmond, which can be done comfortably in a week in any kind of canoe or rowing craft. The charges are very moderate, including not only the use of a boat for a week, but also its cartage back to Oxford from Richmond, or from any other place where it may have been left. The hire of a canoe for such a trip is £1, 10s.; of a double-sculling skiff £3; and of a four-oared skiff with side seats £4. In the case of the two last, another week costs £1 extra, and extra days 5s. each; the canoe would be 10s. the second week.

Some builders will also supply tent covers, mattress, kettles, crockery, etc. A pair-oared skiff, for instance, can be hired at £3, 15s. for a week (or 5 guineas for two), with a gipsy tent with waterproof ground sheet for 12s. 6d.; cooking stove, fuel, and utensils, 7s. 6d; crockery, knives, etc., 1s. 6d each person; and waterproof rugs, sheets, and blankets for small charges.

Another plan is to have a boat sent up to

Lechlade, and then drop down in four days to Oxford; this could be combined with the former expedition. For this trip a Thames skiff costs £2, a single-sculling gig £1, 10s., and a canoe 15s., all including cartage from Oxford to Lechlade.

Boat-tents are not expensive to buy; for instance, one measuring 7 ft. × 7 ft. and 8 ft. high can be got for from £2 to £3. But to give the cost of such things, or of the thousand and one extras and fittings for river craft, is impossible within the limits of a single volume. Their cost varies very little, and any boat-builder will supply estimates.

TRANSPORT OF BOATS.

The charges for carriage of river craft of all kinds are much the same on every line, and those of the Great Western Railway may very well serve as examples, seeing that it is between Henley and other river-side places and London that the vast majority of boats are carried.

Small Boats.

Those that will go in a guard's van are charged 1d. per mile at the owner's risk, with a minimum charge of 2s. 6d.; for a collapsible canoe, however, the minimum is 1s.

Larger Boats.

Boats that are too large for a van, and therefore require one or more trucks, are charged 3d. per mile for the first truck, 2d. per mile for every additional truck, at the owner's risk, with a minimum charge of 7s. 6d. for the first, and

5s. for each additional truck. The Company will, however, convey boats at their own risk at an extra charge of 25 per cent.

None of these rates include collection or delivery, which has to be done through ordinary carriers. When more than one boat can be loaded with safety on the same truck or trucks, the extra boats, if belonging to the same owner, are charged 25 per cent. of the charge for the first boat; extra boats *not* belonging to the same owner are charged at the usual rate.

Boat and Crew.

Boats conveyed on carriage trucks and accompanied by the crew, or by other men (not less than four in number), are charged two-thirds of the above rates—in all cases, by special agreement, at the owner's risk. This reduction is only made one way if the crew, or other men, accompany the boat one way only, but holds good for the return journey also, if the crew return with it.

The time within which boats conveyed at these reduced rates may be sent to and from regattas extends from a week before to a week after the regatta, and the owner takes all risk of loading and unloading.

COLLEGE BOAT CLUBS.

The expenses here, as in rowing clubs on the Thames and other rivers, are comparatively small. In most colleges the amalgamation system has been adopted, by which an undergraduate, on payment of

an entrance fee of £1, 10s. or £2, and a terminal subscription of much the same amount, becomes a member of all the college clubs (boating, cricket, "rugger," athletics, tennis, "soccer," fives, etc.), and has full use of their grounds and appliances. In colleges where this system does not obtain, the amount of the entrance fee and subscription to the Boat Club is often considerably more.

Club uniforms are far more costly than would at first sight appear, for of the zephyr, sweater, blazer, scarf, "shorts," shoes, and socks with which a fresher starts, the majority certainly, if not all, have to be frequently replaced, so that often for three or four years' labour at the oar the total cost may be anything between £5 and four times that sum, or maybe more. "Tips" to the club boatmen depend upon the feelings and the pocket of the oarsman; from half a guinea to a guinea a term would be probably a fair average, but if a man spends most of his mornings on the river sculling, or in a pair-oar, as many enthusiasts do, the "tip" would, of course, be proportionate to the extra trouble given to the boatman.

When a college crew goes to Henley, part of the expense is generally defrayed by a subscription fund, to which every one in the college (theoretically) contributes; but the amount depends upon circumstances. Henley comes just at the close of the under-graduate's "financial year," so that his Henley subscription is sometimes as vainly desired by the Boat Club as is a surplus on his own budget by himself.

NON-UNIVERSITY CLUBS.

With regard to other clubs, such as Leander, Thames R.C., and London R.C., the entrance fee and subscription are not large—2 guineas in each case for the two first-named. I am not aware of any qualifications in oarsmanship necessary to enable one to become a member of any metropolitan or other river-side club, and in many of the largest clubs, especially London and Thames R.C.s, there is a large proportion of non-rowing members. The preceding remarks as to cost apply equally to these clubs. The qualification for Leander is "Good fellowship and proficiency in oarsmanship," but there are very few members, if indeed any at all, who have not rowed. A resident under-graduate at Oxford or Cambridge, however, is not eligible for election "unless he has rowed in the University Eight, University Trial Eights, or in one of the first three boats on the River in the Eights at Oxford, or May Races at Cambridge, or has won the University Fours, Pairs, or Sculls, or has rowed for the G.C.C. at Henley, or has won any other race at Henley except the Thames Cup, or may seem specially desirable to the Committee."

R. POPHAM LOBB.

THAMES CONSERVANCY

List of Registration Charges and Lock Tolls for Pleasure Vessels.

STEAM LAUNCHES.

REGISTRATION FEE—

Yearly.—Expiring 31st December	£1	0	0

LOCK TOLLS—

Once through and returning on same day, each Lock .	0	1	6
Season Pass.—Yearly expiring 31st December—			
For Vessels not exceeding 35 feet in length (over all) .	5	0	0
,, above 35 feet and not exceeding 45 feet in length (over all)	7	10	0
,, ,, 45 feet in length (over all) . .	10	0	0

HOUSE-BOATS.

REGISTRATION FEE—

Yearly—			
For every House-boat not exceeding 30 feet in length (over all)	£5	0	0
,, ,, exceeding 30 feet in length (over all) £5, and 2s. for each complete 6 inches additional above 30 feet.			
For Vessels kept stationary throughout the year, and used only for purposes in connection with boating, such as for dressing-places or store-rooms for boat's gear	£1	1	0

LOCK TOLLS—

Once through and returning on the same day—			
For every Vessel not exceeding 50 feet in length (over all), each Lock	0	1	6
For every Vessel over 50 feet in length (over all), each Lock	0	2	6
Season Pass.—Yearly, expiring 31st December—			
For Vessels not exceeding 30 feet in length (over all) .	3	0	0
,, above 30 feet and not exceeding 50 feet in length (over all)	5	0	0
For vessels above 50 feet in length (over all) . .	7	10	0

ROWING BOATS, CANOES, ETC.

REGISTRATION FEE—

Every Three Years £0 2 6

	Per Day.	*Season Pass (Yearly).*
LOCK TOLLS—	Once through, by, or over, and returning on the same day.	Expiring on 31st December
Class 1.	Each Lock.	For the whole of the Locks £2
For every sculling boat, pair-oared row-boat and skiff, and for every randan, canoe, punt, and dingey . Centre-board gig not exceeding 22 feet in length or 5 feet in beam . . . . Mersey and Nautilus canoe not exceeding 20 feet in length or 5 feet in beam, gondola and sandola . . .	3d.	For the Locks below Staines only £1 For the Locks above Staines only £1
Class 2.		
For every four-oared row-boat (other than the boats enumerated in Class 1), and sailing boat, cutter, sloop, and Una boat fitted for sailing purposes . . . Centre-board boat and canoe of greater dimensions than those mentioned in Class 1 . .	6d.	For the whole of the Locks £2, 10s.
Class 3.		
For every row-boat shallop over four oars (other than the boats enumerated in Classes 1 and 2) . .	1s.	For the whole of the Locks £3

Every vessel carried in or upon another vessel, through, by, or over any Lock, to be charged as if separately navigated through, by, or over such Lock, but to an extent not exceeding one-third of such maximum Tolls.

In computing the Tolls, every number less than the entire numbers above stated is to be charged as the entire number.

On receipt of the proper remittance, Registration Certificates and Lock Toll Season Passes will be forwarded by post.

Applications for Lock Toll Season Passes must state the Registered Numbers of the vessels for which the Passes are required.

Lock Toll Season Passes and Registration Number Plates *are not transferable*, and must be fastened to the boats for which they are issued.

By Order,

VICTORIA EMBANKMENT,
LONDON, E.C.

JAMES H. GOUGH,
Secretary.

SAILING-CANOES

QUITE on a different footing from that of the paddling-canoe is the sailing-canoe. Very few builders ever build sailing-canoes except on "order," because the rules of the various canoe clubs differ from each other as to dimensions of hull, area of sail, and allowable fitments, quite as much as do the fancies of the men who own and sail the canoes. As a fact, however, the leading men in canoe designing and sailing are nearly all in the Royal Canoe Club, and consequently their designs are generally for canoes or canoe-yawls (a larger type of canoe, intended for two men, at least), complying with the rules of the R.C.C.; and as these canoes can do all that can be expected of a canoe, both for inland travelling, and for estuary, lake, or coast sailing, and are about the only designs which are published, it is a rare thing now to see any other type in the building shops.

If sailing-canoes were all of one type and size, so that builders could build any number off the same moulds, and add the same fitting to each, just as they do in skiff- or dingey-building, the price of the sailing-canoe would be very moderate—probably about £20 for small river cruisers, and £30 for the larger

sailing-canoe, all found in hull, rigging, and fittings. But as each, or nearly each, canoe is built to a new set of drawings and sail plan, different moulds, templates and all other parts have to be got out; hence the sailing-canoe proper comes rather costly.

The best sailing-canoe of present time—that is, of carefully worked out expert naval architect's design, the best of material and workmanship—will cost about £60; there are some which will cost more, some £70, or even £80, on account of novel and expensive fittings; on the other hand, there are canoes of the same type and size plainly built and very plainly rigged, which will cost no more than £40. With such possibilities of adding expense by mere novelties, there is no safe statement to make as to what a sailing-canoe ought to cost. Looking to the work she can perform, however, she is a cheap boat; she can (for one man) do all that a half-rater yacht can do as to sea-going; and in addition to this, she can do the river and lake work, travelling and portaging, which a half-rater is too large to do. Her keep is a third, or less, of that of the yacht; and then her cost, compared to that of the half-rater, is about half.

The cost of a really well-built and fitted canoe-yawl is little, if any, short of the cost of a half-rater yacht. Of course, there are cheap things built for those who don't know, or cannot afford, the better article, and a very excellent canoe-yawl may be got, all found, at about £60, but still a man must not expect the best yacht-fitting in a craft at barge price.

The Thames is quite the headquarters of canoe- and yawl-building. Taking the small saleable paddling-canoe used for inland touring, but none the less able little sailing-canoe, of 16 ft. by 30 in., the price complete, £30, would include the best of everything. The larger sailing-canoe, such as any builder would produce, without any particular or novel fitment, or need of expensive drawings, would be a craft of 16 or 17 ft. length by 36 to 42 in. beam, with about 130 ft. of sail in sloop, or in main- and mizen-rig, with gun-metal CB^{d}, and lifting rudder. She would make up thus:—Hull ribband, carvel build, with all lockers, hatch-covers, and other hull fittings and metal work, £30; centre-plate, about £6; rig, about £6 or £8; rudder, £2, 10s.; various fittings, such as badges of name, etc., on bows, jointed paddle cushions, anchor and warp, deck-seats, about £2, 10s. or £3. Total, therefore, not much under £50, if the best material is wanted. There are builders who have charged much less; but in most cases these canoes were built rather in the line of securing name and work, and would leave but small, if any, profit to the builder. The fault of the cheap-built canoe is that, by the second or third season, she looks prematurely aged, and won't sell for much; while a really first-class sailing-canoe commands a sound price for many years; several of 15 to 18 years' age are still going strong and looking well, and a small expenditure in modern fittings would to-day revive them for many years.

Sailing-canoes cannot be hired; they are either

owned by canoe men, or are "on sale." Most of the canoe-builders on the Thames have one or two sailing-canoes and canoe-yawls "built on spec" in stock, and, being only partly finished, the price depends much on the nature of fittings the purchaser may desire to put in; for instance, for a Royal Canoe Club "cruising class" canoe (the latest and most perfect little sailing boat), the centre-plate can be of iron boiler-plate, costing about £2, 10s.; or of gun-metal or brass, about £5; or a weighted Bull's metal plate and lead bulb, nearly £10, and cost varies in like manner with the form and material of the rudder.

CANOE CLUBS.—The country is scantily provided with clubs of sole canoe nature, and is practically divided into districts in such connection. The senior club, the Royal Canoe Club, is an all-England club, in that it is only local as to its headquarters and club-house; it dates from 1866, with H.R.H. the Prince of Wales as Commodore. The club-house is on the Teddington Reach of the Thames, and is very convenient in every way, both for housing the members and for housing the canoes. It has a large membership, and provides a programme of about forty races for the season, including two £50 challenge cups. Some races are held on the river and some on sea. The entrance fee is £2, 2s., and subscription £1, 1s.; lady members pay no entrance fee, and a subscription of £1, 1s., or for a member's wife or sister, 10s. 6d. The western district may be

included under the Mersey Canoe Club at Birkenhead, a very sound old club, mainly given to cruising and week-end camping. An annual regatta is held, but the sailing racing is not very keen. Some very able canoe-yawls belong to the Mersey, and have set the fashion of their type in other districts. Scotland has in the West the Clyde Canoe Club, lately re-instated, and now organising into a flourishing state. There was an Eastern Scotch Canoe Club, the Forth, started at Edinburgh, but, though it may be in full life, it has not been in public light lately. The Northern Canoe Club on the Tyne, headquarters at Newcastle, is flourishing, has produced some excellent hands at canoe-racing, holds races and regatta, and has more than one challenge cup. Going South, there are supposed to be, or were, clubs at Hartlepool and on the Wear, but they seem to keep bashfully out of the public gaze. The Humber Canoe-Yawl Club is a very strong and healthy institution, and, as its name denotes, is mostly given to canoe-yawls and to foreign inland lake cruising. The club holds high revel on Hornsea Mere, near Hull, and its subscription is remarkably low, 10s. entrance, and 5s. a year. It publishes a "Year-book," which gives most useful information as to details of actual foreign cruises, and the various charges and other items of interest. The British Canoe Association is another style of all-England club; it is solely a cruising club, with no habitation, but it organises a camping meet each year at a different place, and invites any and all to join in. Though solely a

cruising, or perhaps camping, club, the B.C.A. holds some races at its meet, but they are for any and all classes and types of canoe or yawl, and are "handicaps"; and, therefore, though good sport is provided for the campers, the races do not enlist much external interest, nor do they tend in any way to improve the lock, stock, or barrel of the canoe.

UPKEEP OF CANOES.—The annual expenses of a sailing-canoe are very light compared to those of sailing boats, such as half-raters. Canoe-yawls, if of useful size, *i.e.* worth going to over the size of a canoe, say, of a size about 20 to 24 ft. × 5 ft. beam, will cost about the same as half-raters. The canoe can be housed at the club for £1 per annum. There is no crew or "paid hand," and the "tips" common for men's assistance in housing, cleaning, etc., would not be much over 20s. or 30s. a year. Of course she would need re-varnishing inside and out each season, at a cost of about £2, 10s., and an intermediate outside coat at midsummer would not be thrown away, say £1, 5s. The refit of gear and sails is very small if they were best stuff to start with; a suit of best Union silk racing sails, sloop rig, about 140 square ft., cost about £5, and should, with care, last three seasons for racing, and two or more in addition for cruising, so that, roughly, £1 a year may be counted in upkeep of sails. The wear and tear of ropes and spars would be well covered at £1 a year over several years, as a broken mast does not happen every day, nor does a lost anchor. Thus some £7 or

£8 would represent the upkeep, and racing would add carriage to the sea-race resort and back, with tips, etc., about £2, 15s., and entrance fees for, say, twenty races, £2, 10s.—or a total of £13 for a season's amusement.

CRUISING.—For a cruise in Sweden or Denmark, the amount of expense is chiefly fixed by the cost of carriage for men and boat. In the case of one of the R.C.C. "cruising-canoes," on which one can sleep, if necessary, and, in any case, can carry a good shore tent, the main expense is in travel and stores. *Taking an average distance, which would cover* either a trip to Lake Wener in Sweden, the Danish fiords, or the Mecklenburg Lakes, a rough estimate would include stores for camp food, £2, 10s.; fare, return, £2; steward, ditto, £2; boat carriage, £1, 10s. to £2, 10s.; getting to lake, £8; twenty-five days of camping, milk, eggs, fowls, vegetables, beer, etc., etc., at 3s. a day = £3, 15s.; or a total of, say, £12 for a month's exercise. (Any wine and tobacco would be extra.) A very large portion of the Continent can be visited in a good, roomy cruising-canoe, without ever putting up at an hotel. None the less, it is wise for change, and very pleasant, to dine often at hotels, when they are close by, and only to live on camping fare when out in the wilds. Also, if the weather should set in wet, an hotel should be visited for a night, so as to get every bit of clothing and bedding thoroughly dried thereat.

WARINGTON BADEN-POWELL.

PUNTING

PUNTING need not be classed among the more costly sports or amusements. A punt, with all necessary accessories, costs, in the first instance, little enough, and will, if properly treated, last a long time. As this matter of merciful treatment has such important bearing, however indirectly, on the question of cost, I make no apology for prefacing the little there is to say on actual cost with a few hints on the care of these craft. At the end of each season the punt should be carefully dried and rubbed before being put away, and should be given a coat of No. 2 varnish, and a second coat of the same before being put on the water again. When in the water she should be protected as much as possible from the sun. Great care should be taken to avoid any strain when putting the punt into, or taking her out of, the water when in use. Her sides should not be treated roughly with the pole. While lying up in the winter she should be occasionally inspected to see that she is lying perfectly level and not getting warped. Nor do the poles want less care. They should be stored in a cool place, and should not rest on the two ends alone, else they, too, will warp and get spoilt.

When in use they should only be applied in the true line, as applied thus the weakest pole will stand a deal of weight, whereas the strongest will soon give if applied otherwise. A pole that has once given is not an implement to be trusted. Cared for as suggested, the punt should look well for years, and a well-made mahogany pleasure punt should even improve in appearance with age.

THE PUNT.—Three classes of punt must be considered :—

(*a*) *Fishing Punts*, in deal, with oak knees and treads, wet well with best grating, and two poles complete £20 0 0

(*b*) *Pleasure Punts*, mahogany sides, oak knees and treads, pine floor, with poles, cushions, etc., complete £27 0 0

Much larger sums have, of course, been given for pleasure punts, variegated woodwork and inlaid panels running to £60 and more, but a mahogany punt that costs £27 should, with proper care, last at least twenty years.

(*c*) *Racing Punts.*—A single racing punt costs about £15. In the T.P.C. races for the Doubles, the T.P.C. punts are used, and they also cost £15.

THE POLES.—These usually cost 10s. 6d. For racing purposes they vary in weight from 4 lbs. to 6 lbs., according to the depths of water in which they are to be used.

COST OF RACING.—It remains only to say a few words on the cost of racing. The chief item, perhaps, and one of which the value varies simply with the occupations of the individual, is the time required. Punt-racing is an exhausting performance, and requires thorough preparation, and a light racing punt wants "living in," if justice is to be done to her. Otherwise, and apart from the initial cost of punt and poles as given in previous page, the only consideration is that of training expenses, including fees paid to professionals. Training expenses vary so entirely according to the tastes, domicile, and general requirements of the punter, that it would be useless to give even average estimates. As to professional fees, these amount to about 3 or 4 guineas a week. A professional can be dispensed with if you know of an amateur better than yourself who will train with you, but it is essential to have some one alongside, in order to get accustomed to the wash, and to get disillusionised in the matter of your own pace, which, when punting alone, always seems much faster than it really is.

Entries for Races.—These vary at different regattas. At the Amateur Punting Championship Meeting the entrance fees are as follows:—

The Novices	5s.
The Doubles	10s. per punt.
The Championship	10s. 6d.
The Other Events	7s. 6d.

W. H. GRENFELL.

YACHTING

THE man who is able to devote his time to looking intelligently after every detail of his yacht will naturally be able to keep down expenses in a far greater degree than the semi-invalid ordered to take care rather of himself, and lacking both the strength and inclination to concern himself with the yacht's accounts. Again, there is the busy man who snatches only an occasional day or two for a cruise, and, with no time to spare, has likewise to leave himself much in the captain's hands. Almost everything, in fact, that affects the comfort, the success, or the failure of yachting depends on the captain, and it is remarkable that owners do not take more care in their selection. As ladies are often only too glad to give an unsatisfactory servant a good character and spare themselves further trouble, so too often do owners, with the result that many an intemperate or dishonest man, armed with a sheaf of these trophies, is able to get a new place as soon as he leaves the old. By far the better plan is to consult any of the well-known and reliable yacht-builders, for they generally know most that is worth knowing about most of the really good captains

out of a job. The same applies to the selection of engineers, cooks, and stewards.

The intending yachtsman may also, with perfect confidence, ask the builder what class of craft he should get, stating all the conditions likely to affect his choice, and whether he must build or can hope to find second-hand exactly the right craft. The choice of craft depends of course on tastes and means.

SMALL SAILING YACHTS.—For a man of leisure, fond of the sea, a sailing yacht is far preferable to a steamer, for there is all the uncertainty of its movements as opposed to the duller monotony of the steam yacht, that takes no notice of wind or tide. The next question, once that of sail or steam is decided, is whether the yachtsman is taking his family with him, and whether there are children that can be stowed two or three in a cabin; in other words, the amount of accommodation that is required. If there is, for instance, to be much entertaining, the size of the saloon and deck-house, as well as the capacity of the pantry and galley, have to be carefully considered. Many owners simply use their yachts as "day boats," sleeping ashore each night. Such a boat needs naturally fewer cabins than a regular cruising yacht, but there should be larger saloon accommodation. The yacht-builder, or builders (for it may be thought desirable to get the opinion of several), will be able to give sound advice on all these points as soon as the yachtsman has settled in his mind what he wants to do and how much he wants to spend on it. He may

have to build, or he may, on the other hand, find in one of the yards the very boat he had in mind. Yachts, both steam and sailing, can be bought at any figure almost, from a few hundreds to very many thousands of pounds. A badly-built or antiquated vessel may be made temporarily presentable by the painter and upholsterer, and she may be bought for what appears to be very little; but she will in any case prove dear, and will need continual expenditure.

He who has a love for the sea, and is not unwilling to rough it on his holiday, knowing that if he wants a meal that can be eaten he must lend a hand in cooking it, may fairly start his yachting experience with a 10-ton cutter. If he has the means, he will do better to build it for himself. It is a mistake to attempt two cabins, as both would have to be very cramped; and it is far better to restrict the accommodation to a saloon, w.c., pantry, and forecastle, the last also containing the galley. A 10-ton cutter, of good material and workmanship, should cost to build, by the time she is ready for sea, from £650 to £750, according to the owner's tastes. The builder, of course, does the fitting out, but his contract does not cover table ware, linen, or glass. For these, as well as a few charts and some stores from the yacht chandler, another £20 may be allowed. The crew for the 10-tonner should consist of a man who acts as skipper, and who gets from 30s. to 40s. a week, and a youth who, knowing something of cooking, will not ship under 20s. a week. The crew provide their own food, but have to be clothed, getting a pair of blue trousers,

coat and jersey with yacht's name, cap, and pair of shoes, costing about £4 for each.

The cost of such a small craft in commission should be slight. She should be insured at Lloyds, which, for ordinary cruising in the summer months, costs 5s. per £100 per month. Harbour Dues are charged for such small boats in comparatively few ports on either side of the Channel, and, with everything, the first season in commission should not cost more than 20s. or 30s. a week for extras. It is also an advantage to join a Royal Yacht Club, so as to hold the Admiralty warrant to fly the blue ensign. The following is a list of the Royal clubs, with entrance and subscription fees :—

	ENTRANCE FEE	ANNUAL SUB.
Royal Yacht Squadron .	£100 0 0	£11 0 0
Royal Albert Yacht Club .	4 4 0	4 4 0
Royal Alfred „ .	2 2 0	1 1 0
Royal Anglesey „ .	2 2 0	1 1 0
Royal Barrow „ .	1 1 0	1 1 0
Royal Bombay „ .	200 Rs.	72 Rs.
Royal Canadian „ .	$15	$15
Royal Channel Islands Yacht Club	£1 0 0	£1 0 0
Royal Cinque Ports „	3 3 0	3 3 0
Royal Clyde Yacht Club .	2 2 0	2 2 0
Royal Corinthian Yacht Club	2 2 0	1 1 0
Royal Cork Yacht Club .	7 0 0	3 10 0
Royal Cornwall Yacht Club	2 2 0	2 2 0
Royal Dart Yacht Club .	1 1 0	2 2 0
Royal Dee Yacht Club .	1 1 0	1 1 0
Royal Dorset Yacht Club .	7 7 0	4 4 0
Royal Eastern Yacht Club .	2 2 0	2 2 0
Royal Engineers' Yacht Club	1 10 0	4 10 0
Royal Forth Yacht Club .	2 2 0	2 2 0
Royal Galway Yacht Club .	1 1 0	1 1 0

	ENTRANCE FEE	ANNUAL SUB.
Royal Hamilton Yacht Club	$10	$10
Royal Harwich Yacht Club	£1 1 0	1 1 0
Royal Highland Yacht Club	5 5 0	2 2 0
Royal Hong-Kong Yacht Club	No Entrance	$5
Royal Irish Yacht Club	£10 0 0	£4 4 0
Royal Jamaica Yacht Club	No Entrance	1 1 0
Royal Largs Yacht Club	„	1 1 0
Royal London Yacht Club	„	
London and Cowes	„	6 6 0
Royal Mersey Yacht Club	£1 1 0	£1 1 0
Royal Munster Yacht Club	1 1 0	1 1 0
Royal Natal Yacht Club	2 2 0	1 1 0
New Thames Yacht Club	No Entrance	3 3 0
Royal Northern Yacht Club	£3 0 0	3 0 0
Royal Nova Scotia Yacht Squadron	No Entrance	$10
Royal Plymouth Corinthian Yacht Club	£1 1 0	£1 1 0
Royal Portsmouth Corinthian Yacht Club	No Entrance	3 3 0
Prince Alfred Yacht Club	„	2 2 0
Queensland Yacht Club	£1 1 0	1 1 0
Royal St George Yacht Club	15 0 0	4 0 0
Royal St Lawrence Yacht Club	$5	$10
Royal South Australian Yacht Club	£1 1 0	£1 1 0
Royal South Western Yacht Club	1 1 0	1 1 0
Royal Southampton Yacht Club	2 2 0	3 3 0
Royal Southern Yacht Club	4 4 0	3 3 0
Royal Sydney Yacht Squadron	No Entrance	2 2 0
Royal Tay Yacht Club	„	1 1 0
Royal Temple Yacht Club	„	2 2 0
Royal Thames Yacht Club	„	6 6 0
Royal Torbay Yacht Club	£5 5 0	4 4 0
Royal Ulster Yacht Club	2 2 0	2 2 0
Royal Victoria Yacht Club	5 5 0	6 6 0
Royal Yacht Club of Victoria	2 2 0	2 2 0

	ENTRANCE FEE	ANNUAL SUB.
Royal Welsh Yacht Club .	£3 3 0	1 1 0
Royal Western of England Yacht Club . . .	7 7 0	5 5 0
Royal Western (Scotland) Yacht Club . . .	No Entrance	1 1 0
Royal Windermere (Bowness) Yacht Club . . .	£2 2 0	2 2 0
Royal Yorkshire Yacht Club	2 2 0	1 1 0

At the end of the cruising season the yacht must be laid up, and the builder will find a berth on the mud for this purpose, as well as a store for the sails and other gear, for £5 a year. The yacht should always be laid up by the crew, and for this purpose they are allowed a week from the time the yacht comes on the mud.

Fitting out the following season must be done by the owner, and for this purpose he must engage his crew a fortnight before he wants the yacht. When laid up, the deck was varnished to protect it from the weather; this must be cleaned off. The decks of a yacht the first year after she has been built always require "hardening down"; this should cost £5, and should be done by the builder. The top-sides have to be painted; the deck fittings, bulwarks, etc., have to be re-varnished; probably the overheads of the cabin, w.c., and foc'sle re-painted; a small amount of new running gear supplied, and, again, the chandlery stores, clothing of the crew, insurance, and subscription to the Yacht Club, etc., paid—£40 to £50 should cover all these expenses, and the yacht is again in commission. In the case of a wooden yacht, it is

necessary to scrub the bottom every four to six weeks. This is done by laying the vessel ashore on a grid-iron. When the tide leaves her dry, the crew scrub the bottom. A charge of 15s. is made by the owner of the grid-iron for its use. In a head wind, getting in or out of a narrow harbour or river, the owner in a hurry will sometimes employ a tug. The charge for towing depends on the size, horse-power, and service rendered by the tug. A 10-tonner is a small vessel to tow, and, if weatherly, should seldom or never require a tug; but if for any reason a tug is engaged, it is always best to arrange terms before taking the tow-line; to tell the tug master where you want to go, and ask him what he will take you there for; then to begin making terms. The yachtsman will generally find that prices are very elastic, and that where £2 has been asked 15s. will be accepted. For those who cannot afford the initial cost of building, there are always many second-hand yachts of every description on the market. Great care should be exercised in the purchase of a second-hand yacht, and, having once settled on his means and wants, the purchaser should, before taking any particular vessel, seek the opinion of some expert as to whether the price asked is excessive. It is also desirable to ascertain, where possible, the owner's reasons for selling. If a skipper has been already appointed, he will be in a position to get useful information from men who have sailed in her before as to her condition and sea-going qualities. Satisfied on all these points, you should make a cash offer,

"subject to survey and approval of inventory." The survey will be made at the owner's expense if she is classed at Lloyds. Appoint the surveyor to report to you on her condition, and get an independent man to report as to the condition of the sails, running and standing rigging, boats, and compasses. Procure a copy of the inventory, and go carefully through it yourself. Note particularly what the ballast consists of, and avoid a wooden vessel with an iron keel. Having taken all those precautions, you may buy a good 10-tonner for from £400 to £600.

The fitting out of such a yacht will cost in the first year £70 to £80, and the upkeep, both in commission and when laid up, slightly more than that of the new yacht.

A 20-ton yawl, with double berth, sleeping-cabin, saloon, w.c., pantry, and foc'sle, would cost, to build, from £1300 to £1400; and necessaries not supplied by the builder would run into another £35. If the owner is willing to lend a helping hand, there need not be more than two men in the crew, the second hand getting 26s. per week, though the youth, whose wages and clothes have been already estimated, would certainly add to the general comfort. The cost of keeping the yacht in commission would amount to little more, save for the extra wages money, than with the 10-tonner. The mud berth and store would cost £6, 10s. a year, and the full crew should have one week, and the skipper two weeks, for laying up; and the full crew should have a fortnight for fitting out when the yacht is again put in commission. The

decks would, as already mentioned, require hardening down, at a cost of £7 to £8, and £60 or £70 should cover the whole of the general fitting out expenses in the second season.

I said something above of the difference made in expenditure where the owner exercises an intelligent supervision; and I have now before me the carefully kept books of an old yachtsman, extending over nine years, and having reference to a 35-ton yawl worked in an economical manner, and, though lacking, perhaps, some of the smartness insisted on by many owners, always absolutely clean and comfortable. This yacht was built in the year 1884, when both labour and material were much cheaper than at the present time. She was built at Southampton, at a cost of £1900 "ready for sea," and has since that time been worked with a crew of only three hands, viz. a captain, whose wages were £6 a month in summer and £5 a month in winter; a second hand, who was simply engaged from the time the yacht commenced to fit out till she was again laid up on the mud, and whose wages for that time were 26s. per week; and a cook-steward, whose wages were 18s. per week. The owner gave his crew their food while he was himself aboard. The clothing of the crew cost each year £13. This yacht cruised on an average twenty-four weeks each year, and the average cost to the owner, even including his food, was £230 per annum. This is an exceptional case, and is cited only to show how expenses can be kept down where the owner studies the accounts in an intelligent manner. In further proof of this, this same

yawl was sold last year, and realised the sum of £900. The present owner is almost an invalid; an extra hand had to be added to the crew; the new captain was paid £2, 10s. per week, the second hand (or mate) 30s., and the third hand 26s. A steward-cook was also engaged at 35s. per week, and the expenses were largely increased by these extra amounts. The experienced yachtsman can save money in the wear and tear of his sails and rigging by personally seeing that the sails are properly stowed and that they are not put away in the store at the laying up time in a damp condition.

CRUISING SCHOONER.—A comfortable cruising schooner of 150 tons, should have the following accommodation: saloon, owner's cabin, with his wife's cabin adjoining, double-berth ladies' cabin, maids' cabin, and bachelors' cabin, forward of saloon, pantry, galley, officers' mess-room, captain's cabin, mates' cabin.

The crew should consist of the following:—

Captain engaged by the year, wages, £130 per annum.
Mate engaged by the week, 35s. per week.
A.B. who looks after and drives Steam Launch when required, and gets 2s. per week more in consequence, 28s.
A.B. who gets 1s. per week extra for looking after the lamps, 27s.
A.B. who looks after the gig at an extra 2s. per week, 28s.
Four A.B's., 26s. per week.
Foc'sle cook, 20s. per week.
Cook, 35s. per week.
Steward, 35s. per week.

The weekly wages' bill, including the captain,

would come to £18, 2s. The clothing, boots, and caps for such a crew, dressed smartly, would cost £80; the fitting out, presuming the yacht was in good condition and including all the necessary chandlery stores, £180. Such a yacht, say, ten to fifteen years old, that has been well kept up by her former owner, having part lead ballast, should be bought for from £2500 to £3000. A four-months' cruise in the Mediterranean in such a yacht, inclusive of every expense connected with the yacht, except the actual living of the owner and his friends, should cost from £800 to £900, and should the yacht again refit for the summer at home, as much again must be added.

STEAM YACHTS.—No would-be yachtsman should attempt to build or buy a steam yacht (second-hand) without reliable expert advice. Many yachtsmen take a house every summer in Scotland, the Isle of Wight, or the south coast of England, and have a steam yacht merely for making trips during the day, and returning at night to sleep on shore. For such a purpose, a yacht of from 20 to 60 tons would be required, according to the amount of comfort desired. Sleeping cabins are not required in the "day boat," and a saloon with a good cabin for ladies (in the event of their being ill), a w.c., lavatory, pantry, galley, and forecastle, are all that are necessary. These small steam yachts are usually built of wood, and fitted with compound, surface-condensing engines. To try and obtain great speed is in my opinion a mistake, for great speed means a large amount of

space taken up by the machinery, and heavy consumption of coal. The consumption of coal entails not only the expense of the fuel, but the frequent filling up of the bunkers (or coal spaces), with its attendant inconvenience. A speed of 10 knots on the trial, which means an average working speed of 8½ to 9 knots, is fast enough for the ordinary yachtsman. The cost of building such a yacht of, say, 50 tons, should be about £4000. The crew should consist of—

Captain engaged from fitting out to laying up time, wages £2 per week.
Engineer, 35s. to 40s. per week.
Two A.B.'s, 26s. per week each.
Cook-steward, 30s. per week.

It would be possible to have only one A.B. if there is not too much brass work to keep clean, and not much "boating" to do. Many yachtsmen, under these circumstances, bring their man from the house, and the cook-steward is then not required. The clothing of engineer and captain may be reckoned at £5, 10s. for the former, and £6 for the latter.

COAL.—The cost of coal will, of course, depend on the amount of work the yacht does. The best Welsh steam coal, which, by-the-by, should alone be used, costs in average times (the late strike put prices up very considerably) from 21s. to 25s. per ton, according to the place at which it is bought. The consumption of coal on a day boat is more in proportion than in

the yacht that goes more extended cruises, as the coal has to be burnt for getting up steam from cold water every time the yacht gets under way. A fair average for the 50-ton steam yacht of, say, 8½ knots including the getting up steam, would be 2 cwt. per hour; that is, supposing the yacht were actually under way from noon till 6 P.M., the total consumption would be about 12 cwt. Lubricating oils, grease, waste, new fire-bars, stoking-shovels, and tools, etc., go to add to the expenses of a steam yacht, and these expenses are most elastic. The incompetent, dishonest, or drunken engineer will run up bills till the owner revolts.

GENERAL EXPENSES. — At a fair average, say, steaming five days a week, for all expenses, including crew's wages and insurances, £15 a week should be about the cost of keeping such a yacht in commission.

CONTINENTAL RIVERS AND CANALS. — With a yacht of the same tonnage, and having an extra sleeping-cabin for the owner, and a draft not exceeding 5 ft. 6 in., most enjoyable trips can be made up the rivers and through the canals of the Continent. The funnel should be made to lower, and the masts to take out, to allow passing under bridges. The Canal Dues are small, and if the owner likes, he need not give the very many tips to the numerous attendants; but, as a matter of fact, a good deal of money is generally frittered away in this manner. A yacht of this description can go through the canals of France to the

Mediterranean. Before starting, a permit must be obtained through the Foreign Office. The transit is somewhat slow and tedious, and owners will often find it better to send the yacht through, and join her on her arrival at Marseilles. A good second-hand steam-yacht of the foregoing description will cost about £2500. Before purchase, every care should be taken to ascertain the condition of the hull and machinery. A well-designed and constructed boiler, for instance, with careful handling, may easily be good for fifteen years; on the other hand, it may be ruined in a few months. To put a new boiler into a steam yacht usually means not only the cost of the boiler, but a heavy outlay in getting out the old one, and making good the decks and fittings which have been disturbed to change the old for the new.

MEDITERRANEAN CRUISING, ETC.—To yacht comfortably in a vessel which can go to the Mediterranean through the Straits of Gibraltar in the winter, Norway or Scotland in the summer, and sufficient accommodation to entertain guests, a steam yacht of 200 to 250 tons should be the minimum size. I may take the instance of such a yacht of 225 tons. The accommodation consists of saloon, four state-rooms, owner's cabin (the whole beam of the yacht), the bath-room, two w.c.'s., deck-house, saloon, galley on deck, officers' mess-room, captain's, engineers', cook's, steward's cabins and forecastle. The crew consist of—captain, mate, six A.B's., chief and second engineer, two firemen, foc'sle cook, owner's cook, and a

steward. The total wages come to £25 per week; the coal consumption per twenty-four hours, at 10 knots per hour, should be about 4½ tons, the clothing, also boots and caps, if a good allowance is made to make the men look smart, will cost £120. The engine-room and deck stores for, say, a four-months' cruise, will cost £250. Insurance will cost 5s. per £100 per month, and the total will depend, of course, on the value insured. Coal in the Mediterranean is easily obtainable, but depends in price on the supply in stock, the quantity required, and the port at which it is obtained. At Gibraltar, before the coal strike, the price was 22s. put on board; Marseilles, 30 francs; Nice, 32.50 to 35 francs; Naples, 35 lire; Palermo, 35 lire; Brindisi, 32.50 lire; Malta, 22s. 6d. During the coal strike the prices went up 50 per cent, and in some ports Welsh steam coal was unobtainable. Since the strike the prices have been chopping, and are now approximately those quoted above. In many of the Mediterranean harbours the yachts lie in a basin with the stern on to a quay wall, so that the owner and his friends can walk ashore along a gangway plank. This does not make the steam-launch such a necessity as an easy and quick means of going to and fro the yacht, as it does in England. In all Mediterranean ports, by the way, petroleum is very dear, and a liquid fuel launch, which is so useful in England and other places where petroleum is at a low price, is in the Mediterranean a luxury, only to be used by those who need not study cost. The harbour dues of the Mediterranean ports form a very small part of the

expenses. Deck or engine-room stores are more expensive, and are not so good as can be obtained in England, so that sufficient should be taken to last the whole trip. The steam yacht of 225 tons, when new, cost her owner to build, £10,250; she is fitted with electric light; is a still built, and classed 100 A1 at Lloyds; steams 10 knots when making a passage; and has a coal-carrying capacity of 45 tons. For a four-months' cruise in the Mediterranean, taking the cost from the time orders were given to fit out, till the yacht had returned and again laid up on the mud, the total amount of expenditure was £1700. Wooden vessels have coppered bottoms, and the copper has to be renewed every four or five years. Iron or steel vessels have to have their bottoms cleaned and coated with an anti-fouling composition. For this purpose, they have to go on a ship-way or a dry dock; the charge for this, with a yacht of, say, 225 tons, is about £35. If a yacht is going to the Mediterranean, it is necessary to coat the bottom as soon as the yacht is fitted out; should the yacht again go into commission on her return for the English summer, the bottom should again be re-coated. With a yacht of this size, it is desirable and usual to engage both the captain and engineer by the year, the captain's wages being, say, £150, and the engineer's, £130. Board wages are usually, allowed when the yacht is in commission, the captain getting 14s., engineer and mate 12s. per week. There are very many steam yachts now of 600, 800 1000, and even up to 2000 tons. The owners of

such yachts must necessarily be men of great wealth, and have no need to enter into the question of cost. The auxiliary steam yacht has gone much out of fashion, for, as a rule, it is spoilt as a sailing vessel and is not of sufficient power to get a fair speed under steam. It is also more expensive to work, as a full sailing crew has to be carried in addition to an engine-room staff.

CHARTERING OR HIRING.—There are many steam and sailing yachts always available, and the yacht-builder can always give information as to what yachts are the most desirable. Many owners find that, owing to circumstances, they are only able to use their yacht for a limited time, and if they can let them for the rest of the season, it helps out the expenses. The price they will take for the use of the yacht depends very much on the circumstances. It also depends on the length of charter and the time of year. For a sailing yacht of, say, 50 to 150 tons for a let of not less than three months, 30s. to 35s. per ton per month (the month is reckoned as four weeks) will often be accepted, and from 30s. to 40s. per month for a steam yacht from, say, 80 tons to 500 tons under the same conditions. The owner fits out the yacht, clothes the crew, and pays their wages. The hirer pays the rent, as agreed, also all consumable stores (coal, oil, waste, water, deck stores, etc., etc.), harbour dues, and any other expenses of the yacht in commission. The hirer also pays for the insurance of the yacht, and as the insurance policy always contains what is known

as the £20 clause, he has to make good any damage done to the yacht not exceeding £20. He also has to pay the board wages of the officers. When hiring a yacht, an agreement should be drawn up (this is usually done by the builder, who acts as agent in such cases), and in this agreement it should be stipulated that, if any breakdown of the machinery or any defect of hull, spars, rigging, etc., should incapacitate the yacht from his use, a rebate of so much shall be made for every twenty-four hours the yacht is so unavailable.

RACING YACHTS.—The cost of racing depends very largely on the generosity of the owner, and the amount of interest he takes in the details.

18 Foot Linear Rating costs £125, and has a crew of 1 man.

24	„	„	„	220	„	„	2 men.
30	„	„	„	450	„	„	3 „
36	„	„	„	750	„	„	4 „
52	„	„	„	2000	„	„	8 „
65	„	„	„	3650	„	„	12 „

The "skipper's" wages vary from £75 to £250 a year; mate's and steward's 35s. to 45s. per week.

The crew get 26s. per week, and 3s. per day each racing day for what they call "grub" money. In addition, "prize money" is always paid. In the case of the skipper this varies according to the arrangement made with the owner, but may be taken as from 35s. in the smaller craft to £5 in the larger.

Mates get 30s. for 1st, 20s. for 2nd, 15s. for 3rd.
Crew get 20s. „ 15s. „ 10s. „
And generally 5s. each if they start and lose.

W. SUMMERS.

YACHTING ON A MODEST SCALE

IN the wild confusion that exists on the subject of the cost of yachting, it is not generally remembered that it is possible to indulge in this sport at an outlay ranging from £50 per annum upwards, though it must be admitted that the margin is considerable.

In the first place, it seems desirable, in considering this aspect of the sport, to agree on some definition of a yacht, a term that is nowadays somewhat loosely applied to any and every craft that carries a sail, without any regard to its living room. In the following notes it is understood that no craft intended for cruising can come within the definition of a yacht unless she possess sufficient room to enable the crew to sleep and live aboard without undue hardship. As a deep-keel boat is essential for the purpose of affording sufficient head-room, no boat capable of being beached can fairly, under these conditions, be described as a yacht, and, roughly speaking, the smallest vessel that answers to our requirements would be a 5-tonner (yacht measurement found by following formula:

$$\frac{(L - B) \times (B \times \frac{1}{2}B)}{94}$$

where L = length between stem and stern posts; B =

greatest beam.), which would perhaps mean a boat 24 ft. long, by 8 ft. broad. It should also be borne in mind, however, that there are many 5-tonners little better than open sailing boats.

COST OF YACHT.—The first consideration on the part of any one contemplating building or buying a yacht is the approximate sum he is prepared to spend on the sport, calculating roughly at the rate of about £9 per ton per year for entire maintenance, this allowing a five months' commission. Thus, a 20-tonner should cost about £180, not including, of course, the owner's living expenses. (A steam yacht—*see* p. 238 — would cost considerably more if much used, in addition to which it must be remembered that a steam yacht affords, tonnage for tonnage, far less internal accommodation, owing to the room taken up by the engines.)

The next thing to be decided by the intending yachtsman is, whether he shall have a boat expressly built for him, or pick one up second-hand. The latter course is strongly recommended to any one of not unlimited means, as the difference in cost is very great. Taking, for instance, a modest 14-tonner, an excellent start for one uncertain how far the sport will suit him, we find the cost of building to amount (with all fittings) to fully £750. Now a yacht of that tonnage might, with expert assistance, be picked up as good as new for not more than £500. There are always many craft of this tonnage, or thereabouts, on the market; and any one not objecting to a somewhat

older boat, might find what he required for £250, or a third of the cost to build. A word of warning is, however, necessary, for there is, perhaps, as much rascality rife in the sale of yachts as in the horse market; and before the amateur closes for the purchase of any second-hand craft, he must take the precaution of having her seen by a friend who understands these matters, or, better still, by a reliable and independent professional. Nothing is more of a white elephant than an old and worn-out yacht that has been allowed to get into bad repair. Money is constantly being spent on it with little apparent result, and much of this vexatious expense may at the outset be saved by a most searching examination of the sails and other gear. What is quoted, sometimes with little warrant, as a "well found" yacht, should have everything, even down to the china, plate, and bedding, in good condition, and she should carry riding and side-lights, cabin lamps, foghorn and bell, signal flags, binnacle, patent log, and charts. These indispensable items, while sufficiently inexpensive taken separately, amount in bulk to a not inconsiderable sum.

FITTING OUT AND KEEP. — I shall, for convenient illustration, keep to the example of the 14-tonner. Supposing we have acquired such a yacht second-hand, but nearly new and in first-rate condition, it remains to consider the expenses of her fitting out and up-keep. The first year's fitting out should not cost more than about £15, a sum that will

be taken up in varnish, anti-fouling composition, and sundry new ropes and other gear, while the owner may, of course, spend any further sums, more or less unnecessary, in alterations to suit his personal taste. In subsequent years, fitting out will run into more money, and an entirely new outfit throughout—a thorough overhaul, in fact, of hull, sails, and spars—will be found necessary about once in ten years. Much, of course, depends on the amount of use and rough wear, and it is impossible to do more than lay down average outlays, but £30 a year may be regarded as within the mark—always barring accidents, which, more particularly in racing, are no negligable item. The above suggested cost of fitting out supposes that the work is done by the crew, taking them about three weeks. The estimate does not, however, include the men's wages, which must now be considered separately.

CREW.—If the owner of the 14-tonner is not prepared to do any of the work himself, he will require the services of a man and boy. A thoroughly competent man will require 35s. a week, and the boy will not, if he has had any previous experience, care to take less than £1. The skipper of so small a yacht is not usually employed in the winter months. The owner has, in addition, to find clothes for both, and these will cost him, according to his taste and liberality (the choice rests, as regards both quality and quantity, with him), from £10 to £15.

The following clothes list has been compiled with due regard to expediency and economy:—

SKIPPER.	BOY.
1 Complete Suit with Brass Buttons.	2 Jerseys, with Name of Yacht.
2 Peek Caps.	1 Cap, with Name on Ribbon.
1 Sleeve Waistcoat.	1 Red Cap.
1 Pair Pilot-cloth (or Thick Serge) Trousers.	2 Pair Trousers (1 Thicker Pair).
2 Pairs Shoes (1 Pair Rubber-soled, other entirely Leather).	2 Pairs Shoes (same as Skipper).
1 Dongaree Suit (for Dirty Work).	1 Dongaree Suit.

An outfit of this kind would cost from £7 to £10 for the skipper, and £3 to £5 for the boy.

INSURANCE, DUES, ETC.—Insurance, for the period that the yacht is in commission will cost from 7s. 6d. to 10s. per cent. per month. This is inclusive of the £20 clause, as it is called, which (a great hardship to owners of small yachts) states that £20 worth of damage must be done before any sum can be recovered, or, in other words, there is no recovery of sums under £20.

Insurance during the winter months, when the vessel is out of commission, is a matter of a few shillings only.

Pilot fees and harbour dues cost but little, for pilots need hardly ever be employed on so small a vessel, and harbour dues are calculated on the basis of register

tonnage, which is even less, as a rule, than yacht measurement. Indeed, no dues at all are charged in very many of our harbours, and there is, we believe, no statutory charge. Light and harbour dues might, perhaps, average together from 3d. to 4d. per ton.

REGISTRATION.—Some small fees are involved in obtaining a certificate of registry for an unregistered yacht. It is compulsory to register yachts of 15 tons (Register tonnage) and over. And so great is the difficulty of getting old vessels registered, that it is not advisable to buy any second-hand unregistered vessel. This is not, by the way, essential for very small craft, but it carries with it certain advantages, as the right to fly the blue ensign, if the owner is also member of a club entitled to this privilege, the granting of signal flags and letters, and many privileges in foreign ports. The actual cost of the certificate is only 1s. but the Board of Trade insist on the vessel being first surveyed by an official surveyor. His fee is based on the yacht's tonnage, as follows :—

TONS (GROSS REGISTER).	AMOUNT OF FEE.
Under 50	£1 0 0
50 to 100	1 10 0
100 „ 200	2 0 0
200 „ 500	3 0 0
500 „ 800	4 0 0
800 „ 1200	5 0 0

Travelling expenses (if any) and living expenses (if any), due according to a scale authorised by the

Department, will be charged in addition to the above fees.

LAYING UP, STORES, ETC.—There remains only the consideration of laying-up expenses and the cost of consumable stores. The cost of a mud-berth and store-room at any of the good yards would be, for a 14-tonner, about £4 a year. Consumable stores—by which is meant such material as oil or coke (whichever is used for cooking purposes), paint, varnish, and brushes, for use only when the yacht is in commission—should not exceed £5 for the season.

COST OF KEEPING UP LARGER YACHTS.—Having now based a general estimate of the lowest sum on which yachting can be followed on the average cost of cruising in a 14-tonner, I proceed to offer some remarks on the proportionately heavier cost of maintaining larger craft.

It is to a certain extent a question of crew, and the following table will be found to give the number of men usually carried on cruising yachts of from 5 to 150 tons. This seems a fair range to cover, because, as a matter of fact, owners of vessels over the last-named tonnage are not usually concerned to know the precise amount they should spend on their hobby.

Tonnage.	Number of crew.
5	1
10	2
15	2
20	3
40	4

Tonnage.	Number of Crew.
60	5
75	7
100	9
125	11
150	13

Account is not taken in the above table of cooks and stewards. These are not, as a rule, carried on yachts of under 30 tons, and in yachts up to 100 one man, as often as not, combines the duties of both, with the help of an ordinary hand.

Something has already been said on the subject of wages, but the following may, with advantage, be added.

A seaman is usually paid 26s. a week, and receives about the same outfit of clothes as was assigned above to the boy. (In big yachts the smocks known as "jumpers" are sometimes substituted for jerseys, while one pair of trousers is usually made of pilot-cloth).

The wages of the master depend upon whether he is a yearly or only a weekly servant. In the former case, a qualified man should be obtained for £100 or £120 a year. In the latter, the skipper will require from £1, 15s. to £3 a week, according to his certificate and the size of the yacht. Except that in large yachts the skipper would expect a second jacket and waistcoat to be substituted for the sleeve waistcoat, and would not require a dongaree suit, the list given above for the skipper of a 14-tonner holds good throughout.

A mate (carried on yachts of 50 tons and over)

usually receives from 30s. to £2 a week, and is provided with a kit similar to that of the master.

The wages of a cook vary on sea as on land. An expert *chef* asks, and gets, almost any sum. A first-class steward, too, must be highly paid. In a small way, the cook and steward take about the same wages as the mate, and their clothes are left entirely to the owner's discretion.

The cost of a mud-berth and store varies in proportion to the size of the yacht and the accommodation afforded. They can be obtained from £3 upwards, and for a 30-ton yacht these conveniences cost about £10. It is not possible to compile an accurate list for yachts of various tonnage, but it may be said that yacht-builders, anxious to attract to their yard as many vessels as possible, are not, as a rule, exorbitant in this respect.

Insurance must be allowed for, during commission time, at from 7s. 6d. to 10s. per cent. per month.

I may now sum up, roughly and on the foregoing data, the whole expense of a cruising yacht. The average cost of a well-built, new yacht may be set down at £50 per ton; and the entire yearly up-keep, allowing that she is fitted out in May and laid up at the end of September, may be estimated at about £9 per ton.

RACING.—Yacht-racing is a far more expensive sport than cruising, owing to the much more serious wear and tear, the need for much larger crews, and the rapid depreciation in the value of yachts used for

this work. One cannot, it must be borne in mind, insure against racing accidents, which, together with constant loss of gear, take up a great deal of money. As to the crew for racing purposes, the modern racing cutter, with her vast spread of sail, will require, if she be of the largest class, fully thirty men. Tonnage for tonnage, about twice the cruising crew is required.

As already said, these racing machines depreciate in value with alarming rapidity, being continually out-classed by fresh rules and other new yachts. Winning- and losing-money also amounts to a considerable item, for each man usually takes £1 for a win and 5s. or 10s. for a lose, and the captain almost invariably receives a percentage of the value of the prizes won. Taken all round, it must be admitted that a racing yacht would have to meet with almost unbroken success throughout the season before the prizes gained represented even an appreciable proportion of the money expended on her.

One suggestion may, in conclusion, not be amiss, and that is, that an owner can considerably lessen his expenses by letting his yacht during a portion of the season. Let it, however, be clearly understood that no profit can be made in this way, the only advantage being a reduction in expenses. The price customarily asked runs to about 30s. per ton per month, with rather higher rates for July and August. For any occasion like Cowes week, fancy prices may, of course, be obtained. The owner finds everything but insurance and consumable stores.

Summary of Foregoing Expenses.

Cost of Yacht . . . . . about £50 per ton
Fitting out and entire maintenance per year about £9 „

Wages:
- Skipper (on large Yachts) £100 to £120 a year, or £1, 15s. to £3 per week.
- Mate (on Yachts of 50 tons and over) £1, 10s. to £2 per week.
- Steward and Cook (Ordinary), same as Mate.
- Seaman . . . . . about £1, 6s. per week
- Skipper of Small Yacht . . £1, 15s. „
- Boy . . . . . £1 „

Men's Clothes:
- Skipper's . . . . . £7 to £10
- Seamen's or Boy's . . . . £3 to £5

Insurance (during time of commission) 7s. 6d. to 10s. per cent. per month.
Light and Harbour Dues 3d. or 4d. per ton (Register Tonnage)
Registration Fee for Surveyor, from £1 to £5 (*see* Tonnage Table).
Registration Certificate . . . . . 1s.
Consumable Stores for a 14-tonner . about £5 for the season
Mud-berth and Store for 14-tonner . . about £4 per annum
„ „ 30-tonner . . „ £10 „

C. E. A. E. RUMBOLD.

STEAM YACHTS

CRUISING IN HOME WATERS

[The following notes on Steam Yachts, kindly furnished by Mr Guedalla, may in some degree repeat what was said in Mr Summers' article, but they go into considerable detail under other heads, and I have therefore preferred to give them as they stand.—EDITOR.]

OWNERS of sailing yachts can frequently live aboard as cheaply as on land, but all owners have invariably found steam yachts luxuries. While, however, a steam yacht is a luxury, there is no reason for wanton expenditure. Of course, there are notorious examples of fortunes expended both in the purchase and the upkeep of steam yachts. This article will not pretend to deal with persons whose extravagance knows no bounds.

CHOICE OF YACHT.—In the selection of a yacht, a purchaser would do well to be advised by a friend of experience: otherwise, he should put himself in the hands of some first-class yacht agent. There are many first-class firms both in London, Southampton, Cowes, and Glasgow, as well as in other places of

Great Britain and Ireland. It is commonly stated that yachts can be picked up more cheaply in Scotland than in the south of England. It is, however, an undoubted fact that the better-class yachts usually change hands in the south of England.

COST.—The intending purchaser should consider the character of a yacht he desires to acquire. The price not only varies with the character and age of the hull, but even more with the age and efficiency of the machinery and boilers. A reference to Lloyds' Yacht Register should be made immediately a yacht is introduced to the notice of any intending purchaser. An independent surveyor should then be selected by the purchaser's yacht-agent, and the fullest advice should be taken, both with regard to the value of the yacht, and the safety with which the vessel can be taken to sea.

While it is well for an amateur yachtsman to make himself acquainted with these matters, it is dangerous for him to rely on his own judgment. Some steam yachts can undoubtedly be picked up ridiculously cheap if an intending purchaser can afford to wait a few months, and take the trouble to investigate the merits of the many yachts which will be submitted to him when it is known that he is willing to buy. The more valuable steam yachts frequently change hands under necessity, *e.g.* the decease or monetary stringency of late owner. Again, many owners are unwilling to expend the necessary sum in repairing or altering a steam yacht, especially as large amounts

are always required for replacing boilers or machinery. When this is the case, good yachts are frequently to be purchased for a mere song.

Many owners, however, prefer to build their own yachts. In most cases they could never hope to sell the yacht at anything like the price paid for its construction. On the other hand, a yacht well designed, can often be sold at a considerable profit. Some owners, especially in Scotland, build and use a yacht for a year or so, and sell or exchange her at a price which pays them well for the venture, apart from the enjoyment they have had from her.

Owners should allow every year 12 per cent. on the value of the yacht for depreciation, *e.g.* a yacht costing £3000 would be worth the second year £2640, the third year £2640 less 12 per cent. thereof = £2323 and so on. If this system be adopted, owners will often have the pleasure of selling their yachts at a higher price than that standing in their ledger. By omitting the item for inevitable depreciation, owners who recollect the prime cost are sadly disappointed at the price they get when the time comes for re-selling.

Under ordinary circumstances, a sea-going yacht of good character, from 75 to 200 tons, should certainly be purchased for between £1,500 and £5,000. Yachts between 200 and 400 tons should certainly be acquired for a price between £5,000 and £10,000. Frequently they can be purchased at the same price as yachts, say of 10[illegible] tons, because few persons in this country can afford to keep up the

larger class of yachts. There are only about 1000 owners of steam yachts in Great Britain and Ireland. There is a table in Lloyds' Register indicating the numbers and tonnage of the various classes of steam yachts.

Yachts larger than 400 tons are, of course, few in number, and usually command fancy prices. Their upkeep, too, is frequently out of all proportion to their size. Many persons have found too late that the item in steam yacht owning which is most insignificant is its initial cost.

For cruising in home waters, an owner can get as much pleasure as he wants in a yacht of from 75 to 200 tons. A yacht of 100 tons is quite sufficient for ordinary purposes; and a good boat of this size should be obtainable for £2,500. This price includes everything on board that appertains to a yacht. Such a boat will contain a captain's cabin and sufficient accommodation for the crew forward; a deck saloon for the owner and another good saloon. It should also contain a pantry, with which should be connected a bath-room. Sometimes the bath is let down into the floor of the pantry. It should also contain three or four cabins. The advantage of buying a yacht between 100 and 200 tons is, that the cabin accommodation will be slightly greater, while expenses will be little more.

It is commonly said that yachts can be purchased more cheaply in winter than in summer. In winter, yachts are usually stripped and laid up in their mud-berths, and look very ugly and uninviting. A

purchaser who sees a trim and pretty yacht on a summer sea is always inclined to offer more.

REPAIRS AND ALTERATIONS.—On acquiring a yacht, the owner should instruct his yacht-agent, who is usually in the business of yacht-builders and chandlers, to draw out a full specification of the necessary repairs and alterations. Simultaneously, the owner usually selects the master of the yacht, who should be shown the specification, and who will frequently give practical advice as to items which can be omitted or cheapened. As in a household, there are hundreds of odds and ends to be done. Frequently, too, the yacht is in very bad condition, and needs a complete new outfit of sails, ropes, locks, and gear.

It is pretty safe to assume that the new owner will have to spend £500 or £600 in order to get the yacht spick and span for her first cruise, and he should always reckon on this item in calculating the prime cost of the yacht. If, however, he takes the yacht over in good condition while she is at sea, and his tastes do not seriously conflict with those of the late owner, the item for repairs and alterations will be much less—the prime cost, however, is likely to be increased out of all proportion.

When, however, the yacht has been made by first-class builders, there is very little trouble with the engines; and the boiler should have ten to fifteen years' life, according to the carefulness with which it has been handled. Owners should always be prepared

for an expenditure of £50 to £100 per annum on repairs and alterations. There is also the contingency of accidents. It is far cheaper in the end to have the yacht thoroughly well equipped at the time of purchase than to patch her up, and have to make the repairs and alterations in subsequent years.

STORES, ETC.—The plate and cutlery are usually bought quite new. These will cost about £40.

The chandlery stores cost about £100. They include the bedding, cooking utensils, lamps, oil, candles, brushes, paint, varnish, and all the odds and ends of a pantry and kitchen.

FITTING OUT.—The figures above set forth embrace fitting out for the first year's cruise. Each subsequent year, however, the yacht has to be thoroughly overhauled, scraped, painted, varnished, etc., etc. In a steam yacht of about 100 tons this will cost, say, from £100 to £150, and must be reckoned in the year's expenditure. This figure embraces both labour and material, and the chandlery stores which are taken on board. Before starting on the first cruise, the yacht should be swung, in order to have her compasses adjusted; this will cost £3 or £4.

Fitting out the yacht in each year should be regarded a fixed charge. The longer the yacht is out during the year, the less this fixed charge is felt. Some owners only take out their yacht for six or seven weeks in the summer—in that

event, this fixed charge becomes serious. If, however, the yacht is cruising from the middle week in May to the middle week in October, this fixed charge does not seem so important. It is advisable always to have the bottom of wooden yachts well cleaned before each cruise.

Berthing the yacht on the gridiron, and attendance, including the use of grid for two tides, will cost £2. 5s. The yacht is berthed on the gridiron usually once or twice in the course of a season, and the amount to be expended will always be about this sum.

Repairing and dressing the copper on the bottom of the wooden yacht will cost about 12s. Most steam yachts have electric bells, which will require annual attention, and involve an expenditure of £1 or £2.

It is well to see that the steward and engineer have a complete set of stores. There are also the stores called the "deck stores," for which the master makes himself responsible. All these items are embraced in the total of £100 to £150 for fitting out.

WAGES.—The yacht-agent usually selects for the owner a captain, engineer, and steward. It is advisable for the owner to see these persons before engaging them. No steam yacht should go to sea without a duly qualified sailing-master. It is well to select a master who will keep to his cabin as much as possible, and associate more with the owner and his visitors than with the crew. An owner usually asks the master to have a meal with him two or three times during a season.

In selecting a master, the owner should engage a man who will take his orders. Owners should seek advice from masters as little as possible. There is always a tendency on the part of a master to object to starting out for a trip. Masters, also, who are frequently consulted, advise items of expenditure which can be easily or usefully avoided. If there are any imperative reasons for something to be, or not to be, done, the owner can rely on the master informing him.

Some owners, in signing on the crew, record themselves as masters of the yacht, and the captain as sailing-master; otherwise, in certain emergencies, the captain's rights and duties on board would be superior to those of the owner. Moreover, the crew are then compelled to look direct to the owner instead of to the captain.

In choosing an engineer, sobriety is the chief essential; on him, as much as on the captain, the safety of the vessel frequently depends.

In selecting a steward, the owner should look out not only for a man likely to suit himself, but also one who will not create too much friction with the crew. The steward really has plenty of work to do, but as it is not of a rough description, the crew are frequently envious. The steward is, in any event, a favoured person, frequently earning more than any member of the crew, even including the master. Therefore, it is well to choose a man with whom it is known that crews do not find cause of friction.

Many owners engage the master and engineer by

the year. This is desirable for two reasons. Men who are attached to vessels for long periods, look after them much better; and in the long run an owner will find the permanent retention of a master and engineer true economy. Secondly, when, as is usual, owners lay up their yachts for half the year, it is not always possible to re-engage the same captain and engineer for next year's cruise. The disadvantages of changing either of these men from year to year are obvious. A good master should be selected for a steam yacht of from 75 to 150 tons for £120 per annum, paid quarterly. He will expect 12s. to 15s. per week for board wages while the vessel is in commission. When the yacht is laid up, he will every day open her up, and warm her, and generally look after her.

The engineer for the same-sized yacht can be engaged for £2 per week, or £104 yearly. An engineer so engaged usually likes to have his wages paid monthly. Stewards are frequently employed by the year. Very often the owner can find a job for them in his own service on land when the vessel is not in commission.

After May in each year it is somewhat difficult to find a good master and crew—the difficulties are much increased during July and August. Steam yachts' crews are a special class of men, who during the slack portion of the year are engaged for a winter's cruise in foreign waters, or employed on "liners."

The master usually engages the crew, with the

exception of the engineer and steward. It is more desirable that he should do so than the owner or the yacht-agent. If permanent arrangements are not made with any of the men, the following is a useful scale of wages for reference in a steam yacht of the size under discussion, viz.—up to and about 150 tons:—

Master	£3	0	0	to £4	per wk.
Engineer	2	2	0		„
Mate	1	15	0		„
Steward	1	15	0		„
Cook	1	15	0	to £2	„
Fireman	1	8	0		„
Able-bodied Seaman	1	6	0		„
Boy	0	15	0		„
The Master and Crew would thus cost about	£13	16	0		„

The crew, therefore, consists of the master and seven men. In some yachts the cook not only attends to the duties of the kitchen, but also rows in the boats and performs other duties. During regatta weeks he is very busily employed; and as most owners like to see four men rowing ashore in the gig, an extra man is frequently taken on during regatta week. An able-bodied seaman should be obtained for this purpose, whose wages would range from 22s. to 26s. There would then be the mate, two able-bodied seamen, and the boy to man the gig, leaving on board, engaged in their respective duties, the master, steward, cook, engineer, and fireman. Many owners, however, only have three men to row

ashore in the gig, and dispense with the extra hand. Some owners also dispense, in any event, with the able-bodied seaman or the boy. This is probably false economy. It not only spoils the appearance of the yacht and the boats, but would be found very serious in the case of an accident at sea. There is always friction, moreover, in a short-handed crew.

On the wages above indicated, the men board and keep themselves. They usually appoint one of themselves as caterer. It is remarkable that they seldom select the steward or the cook. Usually it is an able-bodied seaman.

When the men are kept particularly busy, either during regatta weeks or cruising, the owner likes to make them presents. Nothing pleases the men more than for the owner to give the caterer money for food or beer.

Any complaints that the owner desires to make about the crew should be made to the master. A complaint should never be sent through the steward. The master, however, never objects to the owner speaking directly with the engineer as to the performance of his duties or otherwise. Any other interference on the part of the owner would be derogatory to the dignity of the master.

The men expect a week's notice, and most owners give them a week's wages as a present at the end of a cruise. The men are taken on the moment the owner decides to fit out the yacht for a cruise. Some owners, however, do not engage the whole crew at once; this means that the yacht takes a few days

longer fitting out for the cruise. At the end of the cruise, the men lay up the yacht, and are paid their full amount of wages as long as they work upon her. Some owners, of course, like to keep the same crew on from year to year, if possible.

OUTFIT.—With regard to the owner's personal outfit, little need be said. Blue serge suits, flannels, reefer coat, pilot jacket, oilskins and sou'wester, as well as a yachting cap and brown shoes, are advisable. For rough weather, Wellington boots are frequently used. Some yachting clubs have special uniforms or buttons. In the wages above indicated, regard was had to the fact that owners usually make a present of their outfit to the crew. The crew, no doubt, could be engaged on the above terms without having a present of their outfit. The owner usually presents the master with

A Blue Twill Reefer Suit, costing . .	£3	15	0
Cap	0	5	6
Jersey with Yacht's Name marked on it	0	14	6
Mate—			
Blue Reefer Suit	3	5	0
Cap	0	5	0
Engineer—			
Blue Reefer Suit	3	5	0
Cap	0	5	0
Steward—			
Blue Reefer Suit	3	5	0
Cap	0	5	0
Carried forward . . .	£15	5	0

Brought forward . . .	£15	5	0
Two Aprons	0	4	0
Pair of Serge Trousers . . .	0	10	0
The Members of the Crew get			
Four pairs of Pilot Trousers . .	0	18	6
Four Dungaree Suits at 8s. 6d . .	1	14	0
Five Jerseys and Marking at 10s. 9d .	2	13	9
Five Man-o'-war Caps at 3s. . .	0	15	0
Five Ribbons with Yacht's Name at 1s.	0	5	0
It is also usual to give the Steward another Blue Serge Reefer	1	10	0
And the Master an Oil Coat and Sou'wester	0	17	0
It is also usual to give the Captain and Crew their Boots or Shoes. In the illustration that is being taken, these cost about	5	8	6
Total . .	£30	0	9

The crew bring on board their own oilskins and sou'westers. The owner usually keeps on board oilskins and sou'westers for the use of friends or in case of accidents. Oilcoats can be bought at 13s. 6d., and in better quality at £1, 4s. each. Owners frequently buy man-o'-war caps and yachting caps for the use of visitors. Ladies like to be given man-o'-war caps with ribbons marked with the name of the yacht, and painted with the burgees of the owner's yachting club. The complete cap only costs a few shillings. It is to be noted that taking on a new man for a week or two entails rigging him out, involving an expenditure of over £2.

Owners present the outfit for obvious reasons. It is desirable to see the crew spick and span, and

wearing the same class of costume. Moreover, presents of this kind establish a much more friendly relation between the owner and the crew, and the advantage of this is always felt on a long day's trip, especially when a start has been made early in the morning, and port is only reached at or after midnight.

It will be observed that in the smaller kind of steam yacht, there is only accommodation for one engineer and fireman, and the master has no qualified officer under him; nor are there a sufficient number of men on board to set watches, as they are all required to do their full amount of work by day. This fact means that yachts of this description must usually put into port each night.

The owner pays for all the washing on board, except the men's clothes. In some places the laundry charges per piece. In other places, where a considerable amount of washing is sent out—especially in regard to bed covers, pillow slips, towels, sheets, quilts, etc.—laundries charge 2s. 6d. per dozen pieces. Blankets are usually charged at 4d. each. The steward looks after the washing of the owner and his friends. As the washing has frequently to be done in a limited space of time, extra charges are sometimes imposed. The owner, however, can usually arrange that only ordinary charges should be made.

INSURANCE.—All yachts should be insured against fire. Yacht-agents will quote terms, but many owners prefer to apply direct to insurance companies

for their policies. All leading offices are pleased to do business. The annual premium is 3s. per £100, and covers the yacht, including apparel, tackle, furniture, and fittings (including stores in the store-room at the agent's premises) whilst lying up anywhere in the United Kingdom, or at sea in British waters, subject to average.

Many owners also insure their yachts against sea risks. The underwriters at Lloyds require a premium of about 3 per cent. per annum. Special arrangements, however, can be made. The policy should include all manner of risks, both in home and foreign waters. So few steam yachts, however, are lost or seriously damaged at sea, that most owners prefer to save the premium, and take the risk of loss or damage themselves.

When a master is permanently engaged, it is sometimes arranged that he should take care of the furniture, linen, wearing apparel, books, plate, wines and liquors in private use on the yacht, as well as the books, clocks, watches, china, glass, etc., in his own house. In that event, it is usual to insure same. The premium should be about 2s. per £100 insured.

COAL.—Steam yachts hate smoke; it spoils their appearance. Therefore, they usually consume the best Welsh steam coal. The price of this varies at different periods of the year, and at different places. In Southampton, it can easily be procured at 21s. to 23s. per ton. The writer has had to pay as much as 27s. per ton during the month of September at

Dover. He has obtained it, on the other hand, at 20s. per ton a few weeks before that date at Falmouth. He has had to pay 27s. at Oban.

Yachtsmen are well advised to purchase as little coal as possible on the north coast of France or Belgium. A yacht of between 100 and 150 tons is built to hold about 15 tons of coal. On a long day's trip, from 4 or 5 A.M. to 10 P.M., steaming at full speed, it will consume from 1½ to 2 tons of coal. During an ordinary run, about 1 ton of coal will be consumed. As far as regards the expense of coal, it must be remembered that the short trips made during regatta weeks by steam yachts are almost as expensive as an ordinary run of 50 miles. It requires something over two hours to get up steam, and this must always be a fixed charge in connection with the day's run. Even when going to distant points, yachts up to 200 tons' burden do not usually steam every day. On the contrary, yachts usually rest two or three days at every place they come to. In cruising in yachts of this size, owners probably do not spend more than £5 per week on coal.

The operation of coaling is usually carried out whilst the owner and his friends are ashore, and is, therefore, not regarded as a nuisance. It is always well to keep the bunkers full, and therefore coal is usually taken on in quantities of 5 to 10 tons, as and when required. The engineer usually warns the master when he requires coal. Unless otherwise directed by the owner, the master will order and pay for the coal himself. It is well known that

masters get a small commission from the coal merchants.

COKE AND WATER.—In steam yachts, while cruising, the boiler should be refilled every ten or twelve days with fresh water. In a yacht of 100 tons, the boiler usually requires 1½ to 2 tons of water. Fresh water costs 4s. per ton at Dartmouth; at Southampton, it can be got for 3s. 6d. At Oban, water is 5s. per ton.

Whatever expenditure is made on water, it is pretty safe to reckon that the same expenditure has to be made on coke. Five cwt. of coke is usually purchased at about 5s. to 6s. While a yacht spends about 11s. on coke and water in Southampton, in the West of England it would spend 14s. 6d. or 16s. In Cherbourg and Havre, it would have to spend 16s. or 18s. At Dover it would have to spend as much as 15s. The more energetic the cruise, the more often will the coke and water have to be replenished. The engineer usually informs the captain when he needs more coke and water. The captain usually orders and pays for same, unless otherwise directed by the owner.

Owners do well to demand from the master two days' notice of such requirements; otherwise, they often find their arrangements for a cruise upset by delay necessitated through taking in water.

HARBOUR DUES.—These vary in amount to a considerable extent. In open roads and rivers there

is frequently no charge for anchorage at all. In some places, such as Dartmouth, there are buoyage dues, a yacht of the size discussed paying 1s. per diem. In other places there are harbour rates or dues: in Dover, for instance, the charge is 1½d. per ton on the registered net tonnage, which is considerably under the Thames measurement adopted by yachts. A further charge has also to be paid at Dover for the privilege of entering or using the harbour, on the plea that the yacht is a water-borne coaster. The charge is 1d. per ton. At Harwich the tonnage rate is only ½d. per ton, and there is no extra for any privilege. In Penzance the harbour dues are 5d. per ton. In some places there is a tonnage toll for taking coal, coke, water, or other goods on board a yacht; in Penzance, for instance, it is 7½d. per ton.

With regard to foreign ports, which are included in the term "home waters," a yacht of 100 tons at St Malo would pay about 4s.; at Cherbourg, 15s.; at Trouville, slightly over 4s.; at Havre, 7s.; at Dieppe, 14s.; at Boulogne, 4s.; at Calais, 7s. 6d.; and at Ostend, 6s. The captain usually pays the harbour dues, the vouchers for which are made out in his name.

PILOTS.—Well-qualified masters seldom require the assistance of pilots in home waters. In some places, however, it is advisable, if not necessary, to have the aid of a regular pilot. Pilots charge according to the registered tonnage of a vessel, but can be

sometimes induced to take less. For steam yachts of 100 to 200 tons it is convenient to regard 40s. or 50s. as a standard price; sometimes the charge is greater, sometimes less.

LAYING UP.—Most owners only cruise during a portion of the year. During the other portion—usually amounting to half the year—the yacht is laid up. The yacht is taken to a convenient port—usually the place where the owner's yacht-agents are. The crew occupy about a week in stripping the yacht, and putting everything away. She is then taken on to her mud-berth; in Southampton or Cowes, such a berth should be reserved at £8 a year. The yacht-agent will supply also for this sum a store-room in his yard, to which the movables of the yacht are taken, and left during the winter months. If the captain is permanently employed, some owners, as was suggested above, allow him to remove certain articles to his own residence, which is usually in the same port. Amongst other things, the gear and boats usually go into the store.

The yacht-agents will open up the yacht for airing, clean and dust throughout inside, wash the decks and outside, and pump out, clean, oil, and turn the engines, etc., at an agreed price of 7s. 6d. per week. If the master and engineer are permanently employed, they will look after the yacht themselves, and save the greater part of this expense.

LLOYDS' REGISTER.—All owners should subscribe

for the yacht register which Lloyds issue annually. No yacht can conveniently be without one. The annual charge is one guinea.

CLUBS.—All yacht-owners should be members of at least one club. Several owners belong to more than one club. Besides the usual advantages afforded by clubs and club-houses, there is a great advantage in flying the flag of a leading club, especially in foreign ports. No owner can fly the blue ensign without an Admiralty warrant. The leading clubs are privileged to issue "letters of request" which exempt yachts from many irksome attentions abroad. For instance, they enter and leave ports freely, and Customs House officers seldom come on board. The subscriptions to the chief clubs, as well as the entrance fees, have already been given elsewhere. They are in most cases trifling.

Most clubs have house dinners or other re-unions, and hold annual regattas. Members are invited to subscribe to these regattas. As steam-yacht owners get more enjoyment out of these regattas than any other class, except those who own the yachts racing, it is only fair that they should add their mite.

ENTERTAINING.—Few owners of steam yachts run them for their own personal gratification. The object usually is to entertain parties of friends. In an article of this kind it would be useless to estimate expenditure under so many varying conditions. The fare on board yachts is usually ample but plain.

Except in the very large yachts, the cooks only have command of a limited number of dishes; these, however, they should do uncommonly well.

If the owner entertains four or five friends, who thoroughly enjoy the sea, he might give the steward £10 to £15 a week for catering; and the steward should manage very well on this amount. The owner should himself supply the liquors and special luxuries, as well as fruit and flowers.

During regatta weeks, or in fashionable ports, when more friends are entertained, or the scale of living is higher, the expense is, of course, so much the greater. In giving the steward a weekly sum, the owner should allow for a certain number of meals being taken during the week on shore. Many owners like the steward to consult them at a stated time every morning with regard to the day's requirements, and in that event they do not require the steward to keep within a fixed sum. As most owners do not allow their women folk to do any housekeeping on board their yachts, they usually adopt the simpler plan of directing the steward to study their tastes, but not to bother them on details. In other words, they ask him to expend so much a week in catering.

Stewards should be made to keep their books strictly, and the owner should go through them once a week regularly. Stewards are anxious to produce all vouchers; and it will be found that living on steam yachts, when precautions of this kind are taken, is not nearly so high as many persons imagine. It is popularly supposed that stewards have to pay

more for food than ordinary persons. The price for food at good shops should be, and usually is, the same for yacht-owners as for local residents of the same standing. Stewards, like many servants, doubtless accept commissions from tradesmen. When stewards cater it will be found there is less waste. Few owners attempt to prevent the foc'sle finishing up what is left in the saloon; it would probably be a hopeless task.

Visitors, especially those unaccustomed to yachting, often ask the owner privately what tips should be given, and to whom. This is always a difficult question for an owner to reply to. Theoretically, he ought to object to the practice of tips altogether. The visitor usually insists, however, on giving the tip. Under those circumstances, it is usual for the visitor who has been on board for a few days to give the steward half a sovereign. He usually gives the captain a small memento, such as a pipe or tobacco pouch. If he has been making a longer stay he usually provides funds for food and liquor for the crew. For carrying his bags, or doing any other errand, he might give a particular man a shilling or two. It is, however, an undoubted fact that the masters of yachts do receive sums of money from visitors. The larger the yacht, the greater the tip expected.

WINE.—As little wine and tobacco should be kept on board as possible. Sea air completely spoils the tobacco, and certainly does not improve the wine.

Owners of yachts also frequently run across to the Channel Islands or the north ports of France and Belgium, and on their return to British ports have to account for the wine and tobacco on board, which is sometimes a great inconvenience. The Customs House officers often seal up the wine, pending the production of vouchers for its purchase. When the wine and tobacco have been taken from home, owners are frequently unable to produce any satisfactory receipts at all.

ACCOUNTS.—Owners should take care to see the books of account which the captain, engineer, and steward keep in connection with their respective departments. In addition, owners should keep a careful account of all expenditure in relation to the yacht. By keeping vouchers and specifications, and by debiting all items in the special ledger account opened in connection with the yacht, owners from year to year will find they can economise in many directions without diminishing the amount of their pleasure, or getting less return for their expenditure.

HIRE.—Many persons prefer hiring yachts to owning them. Steam yachts are usually hired, at 30s. to 40s. per ton per month (4 weeks). The hirer, in addition to the rent, pays for coal, oil, water, and all consumable stores. The tonnage in this calculation is the tonnage adopted for the measurement of yachts, not the net or gross tonnage registered at

Lloyds. The owner is expected to pay the crew, the minimum number of the crew being agreed on between the owner and the hirer. There is an advantage to the owner in paying the crew, as the yacht gets less knocked about. The hirer, however, often desires to obtain as practical possession of the yacht as possible, and, therefore, prefers to pay the crew himself. In that event, different terms for renting the yacht would have to be come to.

In the case of well-known yachts, or in exceptional circumstances, fancy prices are paid for the hire. Owners usually require more for the hire of a yacht round about Cowes week than in winter, unless the yacht has to go to the Mediterranean.

GENERAL.—It is advisable in all yachts for the owner to sign on the crew in the same way as on ordinary vessels. Signing on will cost one guinea, and the stamp will cost three or four shillings. The crew is usually signed on for six months. At the end of the period or cruise it is usually signed off, and this costs another guinea. The owner will do well to sign himself as the master and let the captain sign as sailing-master.

No yacht should go to sea, even in home waters, without a complete medicine chest. How complete it should be is best left to the owner's discretion. It will not cost more than £3 or £4. With few exceptions, the medicine should be renewed annually.

There are numerous odds and ends in connection with yachts, as with households, which are absolute

necessities, or are merely requisites according to the tastes of individual owners. These items separately may be small—collectively, they can mount into large figures. In stating this, the writer is not contemplating expenditure on extravagances. Most owners of steam yachts desire to have their vessels as trim and neat as possible. This means continual expenditure on matters which the more hardy sailing yachtsman might ignore. Again, most owners of steam yachts regard their vessels as travelling hotels, to be replete with everything that may be required at a moment's notice.

When the size of the yacht permits, it is advisable to have a stewardess on board. When the owner of a yacht is a married man, he often takes his wife's lady's maid for the purpose. The chief trouble lies in the fact that the maid or stewardess requires a separate cabin aft.

When it is inconvenient for ladies to sleep on board, or there is not sufficient room for the purpose, owners, where possible, engage rooms at hotels on shore. In that case, hotel bills are another item to be added to the annual expenditure on a yacht. During regatta weeks particularly, hotel bills are run up.

Another item to be reckoned on is when owners have not the leisure to live on board continually while the yacht is in commission. Railway fares have then to be added. As owners usually send steam yachts from port to port to meet them, and as the ports are very often the more distant points of Great Britain or Ireland, these railway fares amount

to considerable sums, especially when the owner takes his family about with him.

Summing up, it might be stated that a man who wants a steam yacht of about 100 tons, can purchase a very good one for from £2500 to £3000, and will thoroughly enjoy himself on her at an expense of from £700 to £800 per annum. He can, no doubt, manage to yacht far more cheaply than this. He can easily, without observing it, spend more than this. Steam yachting is obviously a pleasure to be confined only to the rich and leisured classes. Yachting in foreign waters is, of course, far more expensive. Those who have the leisure and can yacht, alike in summer and in winter, get the most pleasure out of their vessel.

F. M. GUEDALLA.

THE NORFOLK BROADS

[It may be that some odd details of cost in the present article are, in a measure, repetition of what has gone before. This has, however, been thought not undesirable in view of collecting under one head all information of interest to those who intend cruising in these favourite waters.—EDITOR.]

THE YACHT.—The cost of an adequate yacht built on the spot, would be not more than £250, including fittings. One of the fastest and most comfortable cruisers in Norfolk, 8-tons' burthen, cost her owner but £203, reckoning the price of his labour in building her. This sum did not, of course, include the cost of a dingey, or jolly-boat, which might, according to size, be reckoned at from £8 to £12 extra. Such a dingey, fitted with mast and sail, will be found particularly handy in exploring shallow waters, and is almost indispensable to anglers. The question of internal fittings is a difficult one to settle, owing to variations in taste, but the aforementioned boat has eight or ten lockers of various sizes. Cushions and rugs for four persons, a pair of field-glasses, and a cabin clock may be estimated at another £8, while a further £5 should cover crockery, cutlery, and the like.

SAILING EXPENSES.—The boat once launched, expenses are comparatively small. Those who are ambitious to hoist the burgee of a local club can belong to the Yare Sailing Club for an annual subscription of 10s., while those of the Royal Harwich Yacht Club, and Norfolk and Suffolk, are respectively 21s., and 31s. 6d. The registration fee for these waters is 5s. for boats of 5 tons and under; 10s. for boats between 5 and 10 tons, etc.

INSURANCE.—As these waters are crowded in the summer months, and the amateur helmsman is sadly in evidence, insurance is strongly to be recommended, especially as the charge for fire only is but 7s. 6d. per £100. It is important to be quite clear as to the conditions of the insurance. Mr Cully of Norwich once paid a fire-risk policy of 5s. per cent. on a yacht which covered any boathouse in Norfolk and Suffolk, and afterwards discovered that a "boathouse," in the language of insurance companies, meant only one, in which neither repairing nor building is carried on.

CREW'S WAGES.—Wages are an insignificant item on the Broads. As a matter of fact, the crew aboard nineteen yachts out of every twenty consists of one hand only, and, even in these cases, the man is not permanently attached to any one boat, but his services are shared by two or three owners, who arrange the time he gives to each. The usual wage is 25s. per week, and a small tip, amounting to about

2s. 6d. a week, is usual in addition. The latter is paid at the termination of the cruise.

RACING.—The fees for entering in the Wroxham, Cantley, Oulton, and other local regattas range from 2s. 6d. to 10s. per entry, the last figure being above the average. As the boats are, on such occasions, steered by their owners, or by amateurs, there is no ruling tariff for professional steersmen. Before competing, the boat is measured by the professional measurer, who charges a fee of about £1. Winning a race may generally be taken as synonymous with the distribution of a number of gratuities.

CRUISING.—If, as is more usual, the owner confines himself to cruising, his running expenses will be still smaller. He can lie-to at night without charge at almost any point at which the bank will hold. At Yarmouth, where the night's berth formerly involved both discomfort and uncertainty, the Corporation has recently constructed a most convenient yacht-staith, for which the charge is but 1s. the night. Wroxham Broad is free only on regatta nights, but is available at other times on payment of 2s. 6d. to the keeper. On Oulton Broad it is particularly desirable, by the way, to put down a buoy, as it is impossible to depend on always finding that of another craft unoccupied. There is also the occasional necessity for evicting a temporary occupier, but a deal of give and take in these matters helps to minimise unpleasantness. One other toll may be mentioned, and that is

the charge of 1s. made for going through Haddiscoe Bridge, in the New Cut between the Yare and Waveney. The rivers are otherwise free, from Coltishall Lock up the Bure, from the lock above Beccles on the Waveney, and from Norwich down the Yare to the sea.

As for laying the boat up at the close of each season, any boat-builder will probably find house room, if the owner has no boat-house of his own, for a matter of £2.

HIRING CRAFT.—Special allusion must, in conclusion, be made to this favourite practice in Broadland, although much of the foregoing necessarily applies to the expenditure of those who navigate hired yachts. Prices, of course, vary according to season, as well as to the size and condition of the craft. A first-class boat, sleeping four passengers in addition to the crew (of one man), should be obtainable at from £5 to £6 a week, including the crew's wages.

Wherries are also, for some reason or other, very popular on the Broads, and a pleasure wherry, suitable for eight or nine persons, and looked after by a crew of two, would work out at about £11 or £12 a week, likewise including crew's wages. A specially comfortable and well-fitted wherry might, in the most busy months of the year, come to as much as £15 a week, but this may be regarded as a top price. In addition to the crew's wages, which are thus paid to the owner of the wherry, a gratuity,

amounting to about 1s. to 2s. 6d. a week per man of the party, is expected.

A fairly typical expenditure for a particular fortnight's cruise may perhaps be useful by way of summarising the foregoing expenses:—

Return Fare London to Norwich (1st class)	£1	11	10
Share of Yacht Hire (per man) . . .	2	4	0
Share of Provisions (including liquor) .	2	17	6
Incidental Expenses	0	10	0
	£7	3	4

C. S. COLMAN.

IV

GAMES

CRICKET

THERE is not perhaps very much to be said about the cost of cricket, apart from the information vouchsafed in the makers' catalogues, until it comes to a question of forming a club with its own ground. Then, the outlay is, if not heavy, at any rate continuous.

GROUND.—It would be useless to attempt any estimate of the rent of a pitch or ground, as this must necessarily depend upon a number of conditions into which it would not be possible here to enter.

Of the preparation and keeping-up, however, some idea can be given. The first expense, the levelling and preparation of the ground, will vary with the cost of turf in the neighbourhood, and the distance it has to be carted. For a playing area, 80 yds. × 80 yds., the following rough estimates may be of service. It is supposed that the turf is procurable within a mile radius, and that there is in no case more than an average depth of 18 in. of soil to be moved.

(1) To turf such an area (80 × 80) all over would, supposing the surface to be level, cost from £100 to £150.
(2) To level the same (it being in ridge and furrow, but fresh turf being unnecessary), from £130 to £160.
(3) To level and lay *new* turf, from £230 to £300.

WATER.—The cost of laying on water will vary according to the price of that commodity in the neighbourhood (if supplied by meter, probably about 1s. per 1000 gallons), and the distance it has to be brought.

PAVILION.—In the cost of a pavilion there is of course the variation between the charge for a corrugated iron shanty and the cost of erecting such a building as is found at Lord's or the Oval. Generally speaking, a good wooden pavilion, with one dressing-room for the members and another for visitors, a luncheon-room, separate scoring-room, lumber-room, fence, tiled roof (thatch is more expensive), and belfry, can be put up at a cost of about £200, with another £50 for fittings.

WAGES OF GROUND-MEN AND PROFESSIONALS.—This is the most important item of cost to any cricket club. The wages of a working ground-man, whose duties do not include bowling or umpiring, but merely concern themselves with keeping the ground in order, would not exceed 25s. to 30s. per week, but he must have the assistance of a boy and horse for mowing and rolling. Such a man would also look after the pavilion.

A man, however, who is expected to bowl in the evenings as well, would expect not less than £3, 10s. per week, or perhaps £2, 10s. if he received in addition a fixed fee for bowling to members. These are *minimum* charges for the double work.

The wages paid to a man merely as bowler and coach must depend entirely on his *status* in the cricket world. A first-class man can command as high a fee as £10 a week for a short engagement, and a professional, who has only just retired from the service of his county, would probably receive weekly wages of £7 or £8 for an engagement during the full season. The average fee, however, for a practice-bowler with no great experience ranges from £3 upwards, according to his capabilities and record. It may be remembered that stray gratuities, as well as a profit on the sale of bats, etc., often help to eke out these fixed salaries.

COACHES.—The salaries of the resident coaches at public schools vary from £70 to £100 per annum, with or without a house, but it is always understood that they have, usually within the precincts of the school, a shop for the supply of requisites for all sports, having, so far as the school eleven and other teams are concerned, a practical monopoly. For this, they are expected to bowl regularly at the nets, umpire in matches and school games (with sometimes an extra fee for umpiring in matches), and take general charge of the ground-men and practice-bowlers.

UMPIRES' FEES.—Umpires' fees naturally vary with the man and his capabilities. Half-a-sovereign a day and expenses may be regarded as the minimum. Umpires in first-class matches are paid on the same scale as the professionals. A really good cricketer

engaged at Lord's expects £2 a day, with lunch and expenses, if his services are secured to play in a match.

GENERAL EXPENSES OF SMALL CLUBS.—The expenses of a village club, with which the writer is connected, may serve as a rough guide:—

Rent of Ground	£25 0 0
Water Rate	3 0 0
Keeping Ground in Order	30 0 0
Umpires and Scorers	5 0 0
Materials and Repairs	7 0 0
Stationery and Printing	5 0 0
Sundries	3 0 0
	£78 0 0

The club in question plays about twelve matches at home and twelve away.

COST OF TOURING.—Not very much can be said under this head, as the cost of living is so variable a sum. If fairly good hotels are used, £1 a day is not too much to allow for each member of the team, and this figure allows for only third-class travelling. Something may, however, be written off this if special arrangements are made beforehand with the hotels and railway companies. The best plan is for a wandering team to secure, if possible, a third-class saloon carriage, which the company then reserves for them at all places visited.

SUMMARY OF FOREGOING EXPENSES.

Turfing Ground (80 × 80 yards—turf procurable within a mile) . . . £100 to £150
Levelling Ground . . . . . £130 to £160
Laying on Water, about 1s. per thousand gallons and cost of carriage.
Pavilion (Wooden Pavilion with Two Dressing-Rooms, Tiled Roof, etc.) . . . £200
Fittings for Pavilion . . . . . about £50
Wages
- Ground-man (not to bowl or umpire) £1, 5s. to £1, 10s. per week
- Ground-man (bowling in evenings as well) £3, 10s. per week, or £2, 10s. plus fee for bowling
- Bowler and Coach, £3 per week to £100 a year

Umpire's Fees from 10s. a day to £1, with expenses.
Annual Expenditure of a small Club of 70 members £78
Touring . about £1 a day (including third-class travelling) unless by special arrangement.

SUBSCRIPTIONS AND ENTRANCE-FEES.—The subscriptions and entrance-fees to some of the leading clubs and counties are here appended. In the case of the Marylebone Club, it is worthy of note that there are more than 10,000 names in the "Candidates' Book," and that some fifty years would pass before a candidate, entered now, could hope to be elected, unless his election were accelerated by his being "brought forward" as a cricketer. Rule 6 of "I. Zingari" deserves to be quoted: it runs—"That the Entrance be nothing, and the Annual Subscription do not exceed the Entrance, etc."

	Entrance Fee.	Annual Subscription.
M.C.C.	£5 0 0	£3 0 0
I. Zingari	none.	none.
Incogniti	0 10 6	0 15 0
Cambridge University	1 1 0	1 1 0
Quidnuncs (Cambridge)	0 5 0	none.
Crusaders (Cambridge)	0 10 6	none.
Oxford University	none.	1 10 0 (For playing members).
		1 0 0 (For pavilion members).
O. U. Authentics	2 2 0	none.
Free Foresters	1 10 0	none.
Butterflies	1 1 0	none.
Essex	1 1 0	1 1 0
Gloucestershire	none.	0 10 6
„ family ticket		1 1 0
Lancashire	1 1 0	1 1 0
Middlesex	none.	1 1 0
Notts	none.	1 1 0
„ under 21		0 10 6
Surrey	2 2 0	2 2 0
Sussex	none.	2 2 0 (With practice at nets).
		1 1 0 (Matches only).

County Clubs pay the out-of-pocket expenses of amateurs; other clubs cordially recognise the principle of each player paying his share of the expenses of any match.

EQUIPMENT, ETC.—The following list of the prices of various articles connected with the game is only approximate, but it may serve to some extent as a guide. In all cases, a thoroughly good article is obtainable at the price quoted.

GROUND PLANT.

Light roller (about 8 cwt.)	£3 10 0
Horse roller (about 2 tons)	22 10 0
Nets (with pegs and poles)—	
without wings	1 1 0
with wings	2 2 0
Telegraph and plates	2 5 0
Tent, for luncheon, &c.	21 0 0
Mowing-machine (hand)	7 0 0
„ „ (pony)	22 0 0
Hose (per 60 feet)	2 0 0
Sprinkler	0 12 6
Crease-marker	0 12 6
Shoes for horse	1 10 0
Screens (behind bowler) each	2 5 0
Stumps (per set) from	0 4 6
Umpires' white coats (each) from	0 12 6

PERSONAL OUTFIT.

Bats (best) from	0 18 6
Gloves (batting) per pair	0 7 6
Pads	0 12 6
Balls (match) per dozen	3 6 0
Gloves (wicket-keeping)	0 10 6
Bag from	0 15 0

W. J. FORD.

CURLING

IN olden times, when the Channelstone and Broom were no more than their names implied, and before Cairnie had introduced the artificial pond, the game of curling cost practically nothing. Even now, it must be reckoned among the least expensive of games.

OUTFIT.—The kilt is not indispensable. An ordinary knickerbocker suit answers every purpose, and a Highland plaid will be found useful. Before purchasing a pair of curling-stones, it is most advisable to handle them, as it makes all the difference to the player's success and comfort if they are suited in weight and size to his strength and style. Size and weight, by the way, do not appreciably affect the cost of these stones, as the work required to turn each out varies but little. It is, however, on the quality that their price depends. Thus, a pair of fancy Crawfordjohn "nuts" might cost £10 or more. The following will be found the prices of ordinary pairs and handles:—

STONES				'SWAN-NECK' HANDLES			
Burnock Water .	£1	7	0	Brass . . .	£0	7	6
Tinkernhill .	1	8	0	Gun Metal . .	0	8	6
Ailsa Craigs .	1	10	0	Nickel-plated .	0	10	6
Blue Hone Ailsas	1	18	0	„ (with shields) . .	0	13	6
Red Hone Ailsas	2	0	0	Nickel-plated (with horn and ivory rings) . .	0	15	6
Carsphairn Reds	2	0	0				
Douglas Water .	2	5	0				
Crawfordjohn .	2	7	6				
Blantyre Blacks .	2	10	0				
Muthils . .	2	15	0	Nickel (with ivory grip) . .	1	5	6

In addition, the maker charges 1s. or 1s. 6d. for fitting the handles and washers. A box in which to keep the stones and handles under lock and key can be made for from 15s. to £1, 5s., though many prefer the far cheaper wicker or canvas cases, in which the stones are placed separately.

The broom is another indispensable article. The old broom-cowe, neatly tied together, remains the most serviceable, as it is undoubtedly the most picturesque, but the housemaid's besom, which costs at the ironmonger's 1s., has now generally taken its place. I recollect giving 10s. for a birchen broom with stout oak handle, and admirably it wore. Curlers used formerly to wear "cramps," or iron spikes, attached to their feet, the object being to give them firmer foothold on the ice. These have long been supplanted by overshoes with rubber soles, costing about 7s. 6d. the pair.

CLUB EXPENSES.—Curling is essentially a club game. It cannot be played satisfactorily unless rink

meets rink, and this means a club with at least eight members in each district. A good membership is a score, which allows of four rinks and an odd one to fill vacancies. Now comes the cost of the artificial pond. A natural pond, that is at once handy, suitable and safe, is not often to be found. The bottom has to be puddled with clay and the depth regulated to safe limits. The cost of this operation depends mainly on the facilities for obtaining the clay, and the rate of wages in the district. A water-tight embankment, usually with shrubs planted at the top, is also thrown round. The price of making such a pond would be, roughly, from £30 to £100, according to its area. A similar amount would go to the building of a modest club-house capable of accommodating a general meeting of the members, and fitted with a fireplace and room for the stones and besoms. A man must be employed to look after the club-house and pond, and his wages would be from 3s. to 5s. a day. He could fill some other post in the off season.

Iron crampits, with cork back for the feet to rest on, cost from 7s. 6d. to 15s., according to quality. The Tee-ringer, for marking out the rink, would cost about 10s., and there must also be snow-shovels, costing anything up to £4, for clearing the ice of snow. The rest of the requisites include fuel for the fire, candles for the club-house, and a good thermometer. Many clubs have, alongside their ordinary pond, a second artificial pond of cement. On this the club officer sprinkles water on the approach of

frost, and after a few hours it is in playing order. For a surface capable of accommodating, say, 4 rinks, something like £200 would be required to defray the cost of a cement or granolithic pond.

It is remarkable that golf-clubs do not devote a corner of their ground for curling ponds. They would thus ensure a game of curling when the frost stopped golf.

I have, of course, confined myself to club expenditure under ordinary conditions, not taking account of the enormous sums spent in Canada and the United States in erecting luxurious covered rinks, veritable palaces with every convenience.

Another item, however, that may with advantage be mentioned is the Bonspiel organised by clubs, in which the losers pay in a single day's play sums up to £12 or more, to be expended in coals or other provisions for the poor.

Most clubs are, on their formation, affiliated to the Royal Caledonian Curling Club, which regulates the game all over the world and assigns medals for local competition or in "draws" against other affiliated clubs. Appended are the regulations as to entrance and annual fees:

1. Each Local Club, on admission, shall pay an entrance fee according to the number of its Members (Regular and Occasional).

If it consist of			
100 Ordinary Members or upwards,	£1	10	0
50 or under 100,	1	5	0
8 „ 50,	1	0	0

2. Each Local Club shall pay in advance an annual fee according to the number of its Ordinary Members (Regular and Occasional), as printed in the last published *Annual*, the first year's subscription to be paid along with the entry money.

If it consist of			£	s	d
8 Ordinary Members, and under	12,	. .	0	5	0
12 " " "	16,	.	0	7	0
16 " " "	20,	.	0	9	0
20 " " "	30,	.	0	12	0
30 " " "	40,	.	0	14	0
40 " " "	50,	.	0	16	0
50 " " "	70,	.	1	0	0
70 " " "	100,	.	1	5	0
100 and upwards,	. . . . .		1	10	0

3. Each Local Club, on publication of the *Annual*, shall receive and pay for copies as undernoted :—

If it consist of		
8 Ordinary Members, and under	13,	2 *Annuals.*
13 " "	18,	3 "
18 " "	23,	4 "
23 " "	28,	5 "
28 " "	33,	6 "
33 " "	38,	7 "
38 " "	43,	8 "
43 " "	48,	9 "
48 " "	53,	10 "

and so on, adding one *Annual* for every five additional Members. The price of each copy of the *Annual* shall be One Shilling. The above Rule does not apply to Foreign Clubs.

JOHN KERR, F.R.S.E.,
Chaplain to the Royal Caledonian Curling Club.

GOLF

[It has been found necessary, for certain reasons alluded to in the Preface, to deal with this subject in slightly different fashion from that observed in connection with most of the rest. The statistical side of golfing expenditure has, in fact, seemed, in view of the great difficulty in obtaining accurate information on the subject of local variations, the most manageable within the space at the writer's disposal. A similar difficulty was, in a measure, encountered in treating of fishing and shooting.—EDITOR.]

IT must at the outset be admitted that, save perhaps in its cradle and natural home, golf is not a poor man's pastime. In Scotland, indeed, it remains, like the sister game, curling, a favourite recreation of all classes, and, though the dividing line is nowadays more sharply drawn, and great and small mingle less and less in their sports, golf is still played by the poorer classes in Scotland with undiminished ardour. When we come, however, to the southern portion of this island, we find, as in Ireland, America, and elsewhere, that the game has, except in one or two places, taken no hold on the masses. The classes go mad over it, but the masses are unscathed, and regard it with the same indifference that they manifest towards polo, pigeon-shooting and other recreations of the

well-to-do. The explanation of this remarkable phenomenon is not to be accepted on social grounds, or upon the predilections of special classes for particular pursuits, for the fascination of smiting a ball with some implement or other appeals to all sections of civilised humanity. No; the explanation is without doubt an economical one, and this brings us to the subject under notice. Even in Scotland, the expense of golf-balls placed the game from time to time out of reach of the mass of the people, but there are, at any rate, common lands by the seashore which have from time immemorial been set apart for the recreation of the people. Common lands in England are usually so hedged about with restrictions that a game like golf, requiring so much more space than cricket and football, would not easily be tolerated. I am aware that this difference does not apply to many new countries, where the same restriction of the game to the wealthier classes is noticeable, but with the contrast between England and Scotland it has, I am convinced, not a little to do. This question of rent must necessarily, for purposes of this article, be ignored. Men play golf by joining golf-clubs, and the rental borne by these clubs concerns the individual no more than in its effect on the amount of entrance fee and annual subscription that he is called upon to pay. With the renting of salmon-rivers or grouse-moors the interest is otherwise, and these matters were therefore dealt with in varying detail, and in a manner that would, even if practicable, be exceedingly profitless

in the present instance. One club, for instance, close to London, has paid, to my knowledge, as much as £600 a year in rent, others, not five miles distant, paying but £100. And the upkeep of turf varies almost as greatly. When we come to consider the different outlays that must be borne by any one contemplating a game of golf, we are faced by an initial difficulty that, to a certain extent, enters into the financial consideration of all sports. One man will spend three times as much as another, getting no more sport and enjoyment for his money. He may belong to a fashionable club with heavy entrance fee, and considerable annual subscription. He may be eccentric in his number of clubs and careless in breaking them. He may consume an elaborate lunch, with accompanying liquor of the best. The more economical golfer may cut down expenses in these and other directions. He may, for instance, eschew the services of a caddie; he may travel third-class, and use the omnibus in place of the cab. It is for this reason that it would be exceedingly difficult to give individual expenditure over the game, and for this reason I propose to arrive at a rough estimate of how much money golfers actually expend on their game in Great Britain each year. There is, consequently, no choice but to concern myself with the finances of that useful individual, the "average man." And I am tempted, by way of helping the reader to follow these statistics with greater ease and perchance less distaste, to follow the example of the conjurer, and explain that this will be done without

deception, and merely by ascertaining how many days per week this average man plays, estimating his weekly expenditure, and multiplying this figure by fifty-two times the number of golfers in the Kingdom.

I find that the average membership of our golf clubs works out at about 100, and it must be borne in mind that there is in every club a fair proportion of non-playing members. Even the playing members necessarily include a great number who play but seldom, and a smaller group who play more than two days a week, taking it all the year round. Many of the last-named may, of course, play nearly every day. Taking summer and other holidays into consideration, I think I am not understating the case when I give one day a week as the play of the average member throughout the year. I can scarcely expect these figures to pass unchallenged, but it seems fair to say that they have been arrived at after much careful calculation, and by no means in the casual way that might appear from the statement above.

As to the cost of this weekly day on the links, we must first consider the distance which the average golfer has to traverse to reach his club. For one who lives within easy walking distance of his club there must be fully a hundred that do not, and the majority must pay fares by rail, or cab, or omnibus before setting foot on their first tee. When I put the outlay for the day's travelling expenses at 2s., I should not be beyond the mark. Lunch and refreshments should also be considered. It is not to be denied

that a man probably requires luncheon even if not golfing, but it may also be conceded not unreasonably that the golfer will, in all probability, consume more refreshment of one kind or another in the course of a day's hard outdoor exercise than he would at home or at business. I hope, therefore, that 1s. 6d. may not be considered an extravagant suggestion for this branch of the day's expenses.

The caddie also requires payment and sustenance. In estimating the day's outlay in this department, and in the analogous payment of fees to professionals, we must make certain allowances. The professional gets, like the ground-man, about £1 a week from the club, but he also expects a fee of 2s. 6d. per round with a member. (If, as a matter of fact, he goes out to give instruction, which is only nominally included in the fee, he receives any additional emoluments that the generosity of his pupil suggests. There are no uniform tariffs for this sort of thing). The player is also expected to pay the professional's caddie, and the wages of caddies vary on different links from 6d. to 1s. a round, with various reductions for two or three rounds. On the other hand, there are a number of men who not only never engage professionals, but invariably carry their own clubs, dispensing even with the services of the caddie. Taking all these individual tastes into consideration, it appears that another 1s. 6d. may be set apart for the daily expenditure of the "average one" in this department.

Then we must not lose sight of the important item of purchase and renewal of the paraphernalia of the

game. A set of clubs may be put down at, roughly, 50s.; otherwise, with repairs and renewals for the one-day-a-week player, 6d. a day. Balls, which cost 1s. apiece, will run into 1s. For boots and clothes generally, we should, having due regard to the extravagant and economical golfer, be justified in allowing a yearly expenditure of £6, otherwise 2s. a week.

An important item of expenditure that must not be omitted is the extra cost of living entailed on golfers who play on courses like those at Sandwich, Littlestone, or Brancaster. A number of clubs all over the country may be regarded as supported chiefly by non-residential members. The cost of food on such occasions may be practically ignored, as it will not appreciably differ from the expenditure elsewhere. But at least 5s. a day may be allowed for lodging alone. Allowing that, roughly, the men who take their golf in this way comprise 10 per cent. of the entire membership of golf clubs throughout the country, we get a daily average expenditure, for all members of 6d. a day under this head.

There remains the question of entrance fees and annual subscriptions. These sums must, of course, be held to cover all rent and repairs, salaries, cost of building club-houses, and making or purchasing new courses. A careful and extended examination of the amounts of entrance fees and subscriptions over the kingdom points to £3, 3s. a year, or little more than 1s. 2d. a week, as the average golfer's outlay in respect of club membership. Entries for

club-prizes, which are now quite common in England, constitute a trifling additional item of, say, 1d. a day. These calculations are made with due regard to the fact that many golfers belong to more than one club.

It now remains to add these various items of average expenditure per week.

WEEKLY EXPENDITURE OF AVERAGE CLUB MEMBER.

Travelling Expenses	2s. 0d.
Refreshment	1s. 6d.
Professionals' and Caddies' Fees	1s. 6d.
Cost, Repair and Renewal of Clubs	0s. 6d.
Golf-Balls	1s. 0d.
Clothes and Boots	2s. 0d.
Lodging	0s. 6d.
Entrance Fees and Annual Subscriptions	1s. 2d.
Entries for Club-Prizes	0s. 1d.
TOTAL	10s. 3d.

This sum, then, of 10s. 3d. may be said to represent the average golf-club member's outlay per week. To find out the sum spent by the members of golf-clubs in these islands is a question only of multiplication. In the first place, this weekly outlay amounts to £26, 13s. in the year. Secondly, there are, at the highest computation, some 1334 golf-clubs in the kingdom, and, making a deduction to allow for ladies' clubs and minor societies with no local habitation, we may put the net result approximately at 1000. With the aforementioned average membership of 100, we get a total membership of 100,000, with a corresponding aggregate yearly expenditure of £2,665,000.

To this total there must further be added the

expenses of the large, floating population of golfers unattached to any golf-club. It is impossible to arrive at any rational estimate of the numbers of this class, but their expenses must, it is fair to assume, be considerable. In place of fixed entrance fees and subscriptions, they have to pay green fees of varying amounts, from 1s. to 5s. a day. Their other expenses are practically the same as those of the average club-member.

Finally, there is the money expended by individual club-members on club-prizes, as well as the amounts subscribed for professional tournaments. All these unestimated items would seem to justify the addition of at least a further £15,000, which would swell the grand total to £2,680,000.

Those who affect the statistical aspect of sport may find something to interest them in the foregoing notes. For those who do not, I hope the individual figures arrived at during the progress to the grand total may not be lacking in practical value.

GARDEN G. SMITH.

LAWN TENNIS

LAWN TENNIS is among the pastimes that cannot easily be made the pretext for heavy expenditure. Besides the purchase of the implements involved in its pursuit, we have to consider expenses only that fall under four heads :—

(*a*) BUILDING OR MAKING A COURT.
(*b*) BELONGING TO A CLUB (which may obviate the need of (*a*)).
(*c*) ENGAGING PROFESSIONAL INSTRUCTORS.
(*d*) ENTERING FOR TOURNAMENTS.

THE IMPLEMENTS.—The implements may be dismissed in few words. The cost varies, of course, according to taste, but, as a general rule, the racket may cost between 12s. 6d. and 35s.; the net, tarred and waterproof, with poles complete, 50s.; the balls 12s. per dozen; a marker for the courts 25s.; and shoes, with solid red rubber soles, 15s. to 25s.

It is not, however, the object of this book to give much space to the prices of articles found in every trade catalogue, and it will now be desirable to pass

at once to those more complicated items of cost enumerated above.

(*a*) MAKING COURTS.—The measurements of a full-sized double tennis court are, it may be well to state, 78 ft. × 36 ft. To these figures must be added a margin of 40 ft. in length and 20 ft. in breadth, thus bringing up the total area under consideration to 120 ft. × 60 ft. A somewhat smaller margin (say, 30 ft. × 20 ft.) might, in the ordinary way, be found sufficient, but it is generally agreed that the perfect court should have a space of 20 ft. at the end of each base-line, and of 12 ft. at each side-line of the court. Keeping before us these measurements, it will now be easy to give the approximate cost of making the various courts in vogue.

Grass Courts.—An area, then, of the above dimensions (120 ft. × 60 ft.) must be drained, levelled, turfed, rolled, and weeded; and the total cost of this is generally estimated on the following base:—

Where the Turfs are provided . . .	£12 to £15
Where the Turfs have to be purchased .	£20 to £25
Where it is necessary to excavate and relay the soil	£25 to £30

The Field newspaper of 2nd November 1895, contained an interesting account of a Surrey tennis lawn made out of a rough meadow of 1½ acres. The ground was excavated and levelled in June, the excavated soil being used to fill a hollow in the adjoining field. The outlying plot was sown with ordinary meadow seed,

the court itself being seeded with the finest lawn-grasses.

The total cost ran thus :—

Contract for excavating and levelling .	£4	4	0
Making Three Banks	0	7	6
10 lbs. Grass-Seed	0	13	0
Harrowing	0	2	6
	£5	7	0

This estimate did not include the cost of rolling and such other unskilled labour as was supplied by the builder of the court himself. Nor was the margin surrounding the court sufficiently generous to satisfy the exacting player. The extract is, however, of interest, as showing the very small sum for which a moderately good court can be constructed.

Gravel Courts.—Gravel courts, attractive as they may at first sight appear, have many drawbacks. They must, firstly, be laid down with extreme care; and, secondly, they require constant attention to keep them in condition. And, with all the care bestowed on them, such accidents as a sunny day following a slight frost suffice to render them useless. They are, moreover, ruinous to both balls and shoes.

A first-rate gravel court can be built for from £25 to £50, the cost naturally depending on the amount of cartage.

Brickdust Courts.—These are regarded by many judges as the very best yet devised for winter use. The cost is but trifling, and the trouble of maintenance by no means excessive. Such a court was described

in *The Field* for 28th November 1885. It was laid on a chalk soil, and required no draining. The ground was levelled to a depth of 8 inches; 60 loads of burnt brick rubbish, at 3s. 6d. per load, were laid down on the surface and carefully raked and levelled. To this were added 40 loads of a finer material. The total cost, including rolling, was under £40.

Cinder Courts.—Cinder courts are cheaply and easily constructed, but they have a gritty surface, and blacken the balls very rapidly. The usual charge for a good quality cinder court, if the materials are easily procurable, would be £20.

Asphalt Courts.—We now come to by far the most expensive, and, in the opinion of experts, most enjoyable courts of all. Constructed of the finest Val de Travers asphalt, the cost of the court would come to close on £200, including the cost of digging and of the necessary foundation of concrete.

A cheaper, but less pleasant, court is made of tar paving. It costs in all about £120.

Concrete and Cement Courts.—Still cheaper is the court of concrete or cement, costing about £80. It is, however, not only tiring at all times to the feet, but is susceptible to sudden changes in the temperature.

Courts with Wooden Floors.—Lastly, mention must be made of the style of court extremely popular nowadays at the large clubs. Necessitating a covered space with lofty roof and walls, these courts are

very costly, varying in price from £500 to about £3,000, according to the builder's fancy.*

(*b*) BELONGING TO A CLUB.—In the great majority of cases, joining a good club involves little or no expense beyond 1 guinea as entrance fee, and from 1 to 2 guineas as annual subscription. In some clubs, indeed, these charges include the use of club balls, a heavy item. Public courts are often, especially at seaside resorts, available for private players, the usual charge being 2s. or 2s. 6d. the hour, players providing their own balls and rackets.

* In this connection, and because I have not included special articles on the games in the plan of this book, I may perhaps here insert the cost of tennis and squash racket courts, as kindly supplied to me by Mr F. E. Lacey, Secretary to the M.C.C. A single covered tennis court, he tells me, would cost anything from £2,000 to £10,000, according to circumstances, and a good racket court should cost from £1,000 to £1,200. The racket and tennis courts recently erected at Lord's Ground must, including the necessary dressing-rooms and offices, have cost about £9,000. With regard to Fives Courts, Mr Ainger writes me from Eton College that, allowing for variations in respect of site and subsoil, materials employed, and similar fluctuations, the outside cost of a single well-built Eton Court should not exceed £150, and the outside cost of two courts, built back to back, should lie within £250. This includes cemented walls, carefully-laid stone floors, and stone "cap" to the pepper-box. Covered courts would probably cost double, and would be in any case unsightly; a good deal of glass must be used to admit enough light, yet there must be good building to keep out water and a high roof for purposes of ventilation. (Fives balls cost 6d. each retail, and are subject to great reduction when bought by the gross. Properly padded gloves cost from 5s. 6d. upwards, and should be faced with genuine leather The extra initial outlay will be well spent.)—EDITOR.

(*c*) ENGAGING PROFESSIONAL INSTRUCTORS.—It is almost impossible for the player of only average means, and unable to hold out very substantial inducement, to find a professional unattached to some club, from whom he could take lessons. Should he, however, belong to some club, such as the Queen's Club (West Kensington, London), or Fitzwilliam (Dublin), he could avail himself of the services of the professional retained by the club at the nominal rate of 3d. per sett, the charge being made merely to provide the cost of the additional wear and tear sustained by the professional's shoes and racket. At times when a professional is not actually engaged at his club, his services may be obtained on the court of the player who engages him. There is no recognised tariff for this, but a very general arrangement is based on the payment of half a guinea and expenses.

(*d*) ENTERING FOR TOURNAMENTS.—Entry fees vary from 2s. 6d. to 10s. 6d. for each event, and there is usually the option of entering for all events at a proportionately lower rate. Balls are, of course, supplied out of the entrance fees. In the larger clubs, the duties of handicapping, with other arduous responsibilities connected with the management of the meeting, are generally entrusted to an old hand at the game, and the remuneration of from £7, 7s. to £10, 10s. for the week may be regarded as money well earned.

A. F. COUSINS.

POLO

IT is not within the compass of these notes to defend polo against the ridiculously exaggerated charges of costliness that are continually brought against it. The game offers, like every other pastime in which horses play a leading part, considerable opportunities for extravagance, but as much might be said of, at any rate, three-fourths of the sports dealt with in these pages.

The present article is addressed to the civilian player, who desires to devote an average sum of money to the game. Polo costs practically nothing to an officer who is content to confine himself to Regimental games, as contrasted with Inter-Regimental Tournaments. The cavalry officer receives forage for three horses, and probably has only two chargers, so that the extra forage required amounts to very little. The soldier's servant costs him nothing, and stabling for a couple of ponies may generally be had in the barracks free of cost.

I shall take the typical case, then, of a civilian residing in London, or in one of the suburbs, who is satisfied to play during the London Polo season (May to July, inclusive) in members' games—not in

tournaments, in which only first-class players mounted on first-class ponies take part—at Hurlingham or Ranelagh.

OUTFIT.—Assuming that every article has to be specially purchased, which is rarely the case, the clothing and accessories would be as follow:—

Shirt, or jersey (flannel or silk)	3s. to 25s.
Cap or helmet	5s. to 21s.
Breeches	30s. to 80s.
Boots	50s. to 100s.
Spurs	10s. to 20s.
Whip	2s. 6d. to 25s.
Polo Stick	5s.

Stable requisites, which are dealt with elsewhere in this book, would amount to another £10 to £15 for a small stud of two ponies.

PONIES.—Opinions vary as to the correct price for a polo-pony. I have seen ponies purchased at Tattersall's for £10 that played through the next season, though such animals, as a rule, are apt to prove bad bargains. From long personal experience, I should say that any one satisfied, as aforementioned, with members' games, should be able to find two useful and well-trained ponies at £40 apiece. It is, at any rate, safe to assert that the majority of the ponies playing at Hurlingham and Ranelagh did not originally cost more.

WORKING EXPENSES.—Stabling, forage, wages of

groom, club subscription, etc., must now be considered collectively under this head. The first two items are disposed of at Hurlingham at an inclusive charge of 20s. per week per pony, and a groom can be procured at 20s. a week. The Hurlingham subscription for a playing member is 5 guineas; and there are a few petty incidental expenses incurred to the polo valet at pavilion, blacksmith's bill, saddlery repairs, and the like. The blacksmith's bill should not exceed £5 for the three months, and in the same period the saddlery repairs should come within £3.

I may, then, fix £102 as the average cost of two ponies and an outfit, the latter including £12 for stable requisites, half-a-dozen polo sticks, and the aforementioned clothes. On the same scale, £58 would adequately represent the season's working expenses, subscriptions and all. The outfit-money and the cost of the ponies should remain constant, and may in fact be viewed as capital. Any alleged depreciation in the value of the ponies should, if the player has understood what he was buying, be purely imaginary; indeed the animals should, if anything, increase in value. Accidents may, of course, alter the conditions, but accidents cannot be reckoned with in an estimate. The true cost of polo is thus seen to work out (not including the small capital invested) at about £4, 10s. a week for the season, which will, I fancy, bear comparison with that of hunting, yachting, and sundry other sports.

In basing these figures on the expenditure at Hurlingham or Ranelagh, I do not lose sight of the expense entailed in membership of somewhat less fashionable clubs. Thus, the London Polo Club, which is about to establish itself at the Crystal Palace, will have a subscription of 5 guineas, and members will be able to hire ponies at 25s. a day. This will obviate the necessity for purchasing ponies of their own, and will thus place the cost of the game on a totally different footing.

F. HERBERT.

V

VARIOUS

ARCHERY

UNLESS a man has the inclinations of the American gentleman who, going into a well-known archery store on one occasion to purchase a sixpenny catalogue, emerged not until he had spent close on £300 on bows and arrows and fishing-tackle —his coat-of-arms in water colour on his bows, arrows, and pike-floats—it is not easy to regard archery as an expensive sport.

OUTFIT.—A good bow, costing anything between £2 and £10, with £5 as fair average price; a dozen of the best arrows, costing 36s. (*never* economise in cheap arrows); three tips, a guard and tassel, costing together about 25s.; these, at a total outlay of something less than £8, complete the archer's equipment. Beyond equipment, there need be nothing save the targets, and, given room to put these up, the whole outlay can be kept within a £10 note.

Tipping, that wholly unpleasant tax on too many forms of sport, is fortunately unnecessary for the archer. The sport has no camp-followers. There is no caddy, and there is, save at the large gatherings, no ground-boy. The archer carries his own bow, and

shoots with his own arrows. Those that miss the target he picks up unassisted.

CLUB EXPENSES.—As an exercise, then, archery can be practised alone and without any expense beyond the above. It is, however, as a sport, far more agreeable in company, and some slight club-subscriptions must be taken into account. These subscriptions are moderate in the extreme, varying between 12s. 6d. to £1, 1s. a year. One or two of the more fashionable societies, such as the Royal Toxophilites, with their headquarters at Regent's Park, London, charge somewhat heavier subscriptions, but the privileges and advantages conferred are correspondingly greater.

MEETINGS.—Attendance at public meetings will follow as proficiency is attained, and few occasions are more eagerly looked forward to by the real Toxophilite than these annual meetings. The entrance to outsiders at these gatherings ranges between 31s. 6d. and £2, 2s., and railway fares and hotel expenses (the last usually pre-arranged by the secretary at reduced rates) must, of course, be taken into account. A charge of 6d. a day is, moreover, levied on each competitor at these meetings, for the payment of the boys who pick up arrows and carry the scoring-boards.

H. WALROND.

COURSING

THE GREYHOUND.—The past few seasons have witnessed an undoubted accession to the ranks of coursing men, and, with very few exceptions, and despite the operation of the much discussed Ground Game Act, hares seem to have been found in sufficient quantity to work off from forty to sixty courses in the day. There has therefore been a steady demand for saplings, running dogs and other greyhounds; and upwards of six hundred greyhounds, two-thirds of them saplings, actually changed hands in the course of the nine sales held last season at the Royal Repository, Barbican. The most successful sale of an entire kennel was that negotiated on behalf of Mr T. F. Waters on 16th April, when the fifty-five lots realised an aggregate of 1773 guineas; the highest individual figure reached being 66 guineas, and thirty-five of the saplings averaging a trifle under 26½ guineas. These, and one or two more averages may with advantage be quoted by way of introduction to the general prices asked and given for saplings of the purest blood. Thus, at a sale on 26th February 1898, a very level lot of eight (one dog and seven bitches, whelped only the previous June, by Fabulous Fortune

—Maureen) fetched a total of 391 guineas, or an average of close on 49 guineas, the highest figure being 80 and the lowest 18 guineas. At the next sale, in March, six (four dogs and two bitches) by Simonian —Sally Milburn, averaged 35 guineas; and again in April another June litter by that fashionable sire, Fabulous Fortune (winner of the 1896 Waterloo Cup), averaged a trifle over 33½ guineas. It should not, however, be surmised from the above figures that well-bred saplings cannot be acquired for considerably less than the foregoing average prices, and indeed a 10- or 12-guinea purchase often turns out a greater bargain than the higher-priced animals. Whelps, from six to eight months old, can be bought for from 5 to 10 guineas apiece.

When we come, however, to the price of running dogs, it is far more difficult to give actual figures in a general way. Perhaps it may at once be said that it is impossible. Everything naturally depends on their previous performances, and if these are unsatisfactory, they will go for a few guineas. If, on the other hand, they have shaped well, they often run into three figures; though, since the days of the late Colonel North, no very heavy prices have changed hands. As a top figure paid at a public auction during the season of 1897-98, mention may be made of the 270 guineas given by the late Mr Hamar Bass for White Hawk (by Falconer—Full of Mischief), a second-season dog with a high reputation, which he, however, failed to maintain for his new owner; and, on the dispersal of the kennels in May,

he found a new owner in Mr Simpson for 70 guineas. As is well known, he has since died of distemper. In connection with high prices paid during 1898, allusion may be made to the sum of 165 guineas given at the aforementioned February sale for Mr J. Russel's Rhyde, likewise a second-season dog, and one of the famous Restorer—Real Lace litter. At the same sale, two first-season bitches (viz. What's the Matter by Fuss — Flowers of Spring, and Witenagemote by Forum—Fine Night) fetched 120 guineas each.

It not seldom happens, however, that a cast-off that has run badly changes hands at some absurd price, perhaps a guinea or two, and at once, possibly owing to change of kennel, wins a valuable stake. Brigadier was a striking case in point, for, having, as a puppy, gone down in the first round four times in succession in four different stakes, he was sold for 25s., when he promptly won the first stakes he next ran in, as well as the Lytham Stakes and, finally, the Waterloo Cup.

BREEDING.—Those who desire to breed instead of purchasing saplings, should look out for a brood bitch, not necessarily a winner herself, but of a winning strain, of stout running blood and with plenty of room in her barrel. The prevalent preference for very large bitches is in all probability less judicious than a happy medium, and it would not be difficult to show, did space permit this departure from the subject in hand, that many small bitches have not alone bred winners, but have also thrown their pups as large as heavier dams.

A bitch of from 50 to 56 lbs. without a record may often be bought for a £10 note, or even less, and is far more likely to produce winners than one that has undergone hard training. This has been proved in the history of coursing times without number, though it is perhaps desirable to name a notable exception in the person of Bit of Fashion, herself a winner, who produced the celebrated Fullerton, as well as Simonian, Young Fullerton, and others. It should also be borne in mind that it is not desirable to breed from an *old* bitch, the fourth or fifth season being about the best age. The record price for a brood bitch was paid at Mr Waters' sale for Fine Night, the dam of Wild Night (last winner of the Waterloo Cup), who fetched not less than 370 guineas, being at the time in whelp to Four-in-Hand. She was purchased by Mr Alex. Browne of Doxford Hall, Chathill, and was whelped in May, 1891.

After a suitable bitch has been acquired, very careful choice must next be made of a sire, and the strains of blood that have "nicked" in well in previous litters should to this end be studied. The fees of stud dogs of good pedigree range from 3 to 20 guineas, and it is always better, especially if the progeny are to be submitted for public competition, to pay an extra fee for the services of a fashionable sire.

KEEP, STAFF, ETC.—A small kennel of, say, twenty dogs, comprising perhaps six running dogs, two brood bitches, and twelve saplings, would, reared and trained privately, require a trainer, to be paid 25s. a week and

an agreed commission on winnings, and an assistant at 15s. a week. £2 a week should be sufficient for food, straw, cooking, coal and sundries. A very slight item indeed is the veterinary surgeon when the trainer understands his business, not more than £5 a year. There is, of course, as in most sports, a certain initial outlay for clothing and other requisites. Clothing costs from 8s. to 25s. per cloth, and the following list gives roughly the requirements under this head:—

One dozen Slip Cloths, at 15s.	£9	0	0
Half dozen Waterproofs, at 12s. 6d	3	15	0
One dozen Kennel Cloths, at 5s.	3	0	0
Pair of Slips	2	2	0
Two pairs Hound Gloves, at 10s.	1	0	0
Half-dozen Leads and Collars, at 5s.	1	10	0
Half-dozen „ „ at 3s.	0	18	0
Half-dozen Box Muzzles, at 3s. 6d.	1	1	0
Half-dozen Plain „ at 2s.	0	12	0
Brushes, Feeding-bowls, Cooking Utensils, etc.	2	0	0
	£24	18	0

FEES AT MEETINGS, ETC.—The expenses of attending meetings are divided in two parts. There is the actual cost of reaching the site of the meeting, on which it is of course impossible to give information. And there is the cost of entries, on which a few words must now be said. These fees vary at different meetings, but £3 or £4 may be regarded as the average. The entrance for the Waterloo Cup, for which there are now sixty-four subscribers, is £25, the only existing stake at the money. It is divided somewhat differently from the stake at other meetings, nothing being de-

ducted for expenses, and the whole being divided among winners of courses, only the sixteen beaten in the first round of the Purse not participating. The entrance fee, to take another case, for the Netherby Cup at the Border Union Meeting is now £6, 10s. for each, having in the last year or two been reduced from £10, 10s. each. Lastly, the entrance fee for the Border Union Derby and Oaks for puppies is £4, 10s. each. These examples suffice to give a general notion of fees somewhat above the average.

If the greyhounds are placed under the care of a public trainer, the weekly charge made by respectable trainers ranges from 7s. 6d. to 15s. when in actual training, with an additional percentage by arrangement on winnings. Out of training, the weekly charge should not exceed from 3s. to 5s., brood bitches being subject to an additional charge when breeding. Puppies up to twelve months can be walked at 3s. a week, or even less, at farmhouses, much the better plan, if two or three can be put out separately on one walk where they can have their liberty.

The subscription to the generality of coursing-clubs is from 1 to 3 guineas, though the subscriptions to the Altcar and Ridgway Clubs are higher.

The fees of officials at meetings are as follows:—

Judges, £3, 3s. to £10 10s. a day, according to distance travelled.

Slippers, £2, 2s. to £4, 4s. a day, according to distance travelled.

Flag and Slip Stewards, £1, 1s. to £2, 2s. a day, according to distance travelled.

The admission charged to the public varies from 1s. to 2s. 6d., though some southern club meetings in the vicinity of London make higher charges.

. . . . . .

(KENNELS.—Some notes on Kennels were given under "Shooting." As specially regards greyhound-kennels, it may be remarked that it is not, save with puppies, desirable to have a yard into which the dogs have free ingress. Farm buildings are often converted into efficient greyhound-kennels, but great regard must be had to dryness. This was the secret of failure in the late Marquis of Anglesey's kennels at Hagley Park, Staffordshire, where the damp was not even got rid of by hot-water pipes. Well-drained, dry kennels should need no artificial heating, except for bitches with early litters).

SUMMARY OF FOREGOING EXPENSES.

Cost of Greyhounds—Whelps (six to eight months), £5, 5s. to £10, 10s. each; Running Dogs, up to £300; bitch for breeding, from £10 upwards.

Stud Fees		from £3, 3s. to £21
Wages	Trainer	£1, 5s. a week
	Assistant	15s. a week
Food (for twenty dogs)		£2 a week
Clothing	" "	£24, 18s.
Veterinary		£5 a year
Fees for Meetings (Entries)		£3 to £25
Trainers' Fees—In Training		7s. 6d. to 15s. a week
" "	Out of Training, 3s. to 5s. a week (extra fee for brood bitches).	
" "	Puppies (up to twelve months) 3s. or less a week	
Fees of Officials (See above Table).		

J. W. BOURNE.

CYCLING

THE least variable item in the cyclist's expenditure is the initial cost of the machine itself, though that, as we shall see, has considerable margin. But there are, at any rate, reasonable limits either way, which is more than can be said for such incidental expenses as clothing, refreshment, and accommodation while touring, use of railway transit, and the like. It is, moreover, necessary, in contemplating the financial side of cycling, to distinguish as sharply as possible between the sport and the pastime—in other words, between non-competitive cycling and racing, with, perhaps, an *annexe* to contain such anomalies as cycle polo.

For convenience of reference, I shall divide the following remarks on cost under seven heads, as follows :—

(*a*) Cost of the Bicycle New and Second-hand.
(*b*) Maintenance of the Bicycle.
(*c*) Dress.
(*d*) Railway Carriage.
(*e*) Touring, at Home and on the Continent.
(*f*) Associations and Clubs.
(*g*) Racing and Tracks.

(*a*) COST OF THE BICYCLE: NEW MACHINES.—There need be little hesitation in affirming that the recent prices of high-grade bicycles have been excessive. And in so doing, I have no wish to revive the ancient and discredited cry for the £5 or even £10 bicycle. But between these sums and the £23 or £24 asked for fashionable makes, there is ample room for a first-rate machine at a reasonable figure. It may here be of some interest to give a brief outline of the history of the safety bicycle, as regards price, dating from about the year 1888, when this class of machine, even without the pneumatic tyre, had already won its place as a standard mount. The list price was then from £18 to £21, off which there was usually allowed a discount of between 15 and 25 per cent.: £16 or £17 would thus, as a rule, command a machine sufficient for all practical purposes. In the year 1890, the pneumatic tyre, invented two years previously, really obtained a hold on the market. Its price was fixed at £5 a pair, complete, and this was generally added as an "extra" to the cost of the bicycle, no allowance being made for the solid tyre and rim. As, however, special frames had to be built for the wide tyres, there was at first some kind of justification for the high prices. Since then, however, though the best-grade tyres can be bought retail, complete with tubes and rims, for about £4, and the frame with pneumatic clearance has become the standard article, no corresponding reduction had been made in price till within the last few months. Thus, we had machines at £25 list price, which, three or four years ago, was

about the standard for a first-class make. Deducting discount, this came to about £20. Then, however, came a remarkable change. A well-known company startled the cycling world by introducing a specially light and well-finished machine at a list price of £30. The standard "best" machine at £25 was retained, and the introduction was regarded as something altogether exceptional. In point of fact, the trade recognised a "best best." Almost at the same time came the sudden hold taken by cycling on the well-to-do classes, on people who had hitherto held aloof. From ostentation, as surely as for any other reason, such as could afford them bought these fancy-priced machines. The result was curious, though not wholly unforeseen. The old £25 bicycle was, for the most part, eliminated from the catalogues. The £30 machine, in its turn, became the standard high-grade mount, though no longer marked by the exceptional finish of its predecessors. It was, in fact, the old £25 machine, higher in price, and at the same time, owing to the pressure on the factories, worse made.

This was the high-water mark, from which the trade has been gradually receding. Gear-cases, once an extra, were included in the ordinary specification, while, in many cases, even the list price tended to recede to the old figure of £25. This did not, however, mark the full extent of the decline. In the year 1897, £22, 10s. represented about the standard cash price of a high-grade machine with gear-case, though many firms succeeded in extracting from their

customers a pound or two more. But during the bygone year (1898), the effects of competition have shown themselves more clearly—competition, moreover, of a kind that no *concordat* of makers could resist. The local makers—compilers of the component parts turned out by the B.S.A., Eadie, Chater-Lea, and other firms—had gradually been strengthening their hold on the market. Their cash prices ranged from £13, 13s. to £16, 16s., a cheapness that, considered together with their accessibility for purposes of repair, proved very attractive to a large section of the public. There is, moreover, little doubt that the system of fictitious and inflated list prices followed by the great makers, which enabled the retailer to charge his customer as much as he thought he was good for, acted greatly to the prejudice of the larger houses. Now, as early as the year 1897, the Rudge-Whitworth and New Rapid companies advertised their best machines at a cash price of about £16, 16s., effecting thereby a double reform. This policy, which was received very coldly by the Coventry and Birmingham houses, found its justification in the subsequent balance-sheets of one at least of the two progressive firms, and in the middle of 1898 the Enfield Cycle Company astonished us by adopting similar prices. At the time of writing, it looks as if £16, 16s., inclusive probably of gear-case, would establish itself as the standard price of a first-grade machine, and £12 as that of a good second-grade machine. At present, however, most of the older firms are standing out for a cash price of about £20.

It remains, however, to be seen whether competition will not force this price down, either by an announced reduction, or by discount privately allowed by the retailer. Several firms will, it is safe to prophesy, stand out for considerably higher prices, but it is doubtful whether they will find the position tenable in the long run. A good name on a machine is certainly worth much, but it is questionable whether the public will go on paying £8 extra per machine, only to enable its vendors to pay dividend on a capital inflated by the extravagant valuation of patent rights and good-will.

There seems, on the other hand, no particular reason why a first-class machine should not be sold for £16, 16s., and I can testify to the excellence of machines turned out at the price by more than one local maker, handicapped, too, by the lack of automatic and precise machinery. Having regard to the established fact that the employment of such machinery has always, in the history of trade, tended to the cheapening of production, I am at a loss to understand how it comes about that a large business, selling perhaps a thousand times the output, should not effectively compete with the smaller man.

Comparing the advantages respectively offered, on the basis of the above prices, by the large and small makers, I should, save in quite exceptional cases, incline to the former. For, although the local maker may often turn out a good bicycle, he does not work with the same absolute precision of

machinery, and will, in the majority of cases, be found to turn out a large percentage of machines which, while not so bad as to justify the customer in repudiating his order, are yet not wholly satisfactory. On the other hand, he is, as a rule, only too glad to rectify tangible defects, and his guarantee is usually interpreted in liberal manner, more particularly as, being on the spot, he is generally able to satisfy himself as to the real cause of a breakdown, and as to the *bona-fides* of each claim for gratuitous repair. Above every other advantage is his being personally accessible. The great houses are only too notorious for delay in dealing with repairs, and their lack of local information often compels them to look with suspicion upon perfectly honest claims. It must, however, be remembered that faulty machines are the exception, not the rule.

Tandems.—The price of first-grade tandems ranges from £24 to about £28, but the prices of these machines have as yet hardly settled down.

Second-Hand Machines.—The purchase of second-hand machines is not, except under certain circumstances, to be recommended. Advertisements cannot always command confidence, and the officer going to India, or the widow disposing, at a sacrifice, of the bicycle of her late husband, has often but a hypothetical existence. The average second-hand machine has, as a rule, seen considerable service, and, as it is regarded as sound policy to get rid of each

bicycle and buy a new one in its place once a year, it cannot be considered good finance to buy mounts so discarded. Ladies' bicycles second-hand are generally better investments than men's, for few ladies do much over 2000 miles in the year, and the machine is consequently far less worn.

A first-grade second-hand lady's bicycle, one year old, and with gear-case, should command about £12, and it is a mistake, unless the wear has been exceptionally slight, to give more. Good machines by small makers sell in their second season for from £7 to £10. For the price of machines of greater age it is exceedingly difficult to give data, but it is not often a machine in its third season fetches £10. A good plan is that of buying in early spring a new machine of the preceding year, and by this the purchaser may save from £3 to £5. The machine should be none the worse for being "shop-soiled," though it is important to see that the rubber of the tyres has not perished from being in foul and hot air.

Discount on New Machines.—This ranged from 25 per cent. to 15 per cent. on good bicycles sold on the list system. Curiously enough, it is often possible to obtain better terms from a local agent than from the London depôt of a manufacturing firm. The whole system of discount, however, is a bad one, for it affords the unscrupulous dealer the opportunity of squeezing wholly illegitimate profits out of ignorant customers. Nearly every maker of importance has, however, quoted nett prices in his

catalogue for 1899, in one or two cases with a specified discount for cash.

Accessories.—In no department of cycling expenditure are prices more indeterminate, or list prices of less meaning, than in accessories. The list prices, indeed, bear no relation whatever to the actual cash value. The explanation seems to lie in the fact that the present low level of cash prices is due to the enterprise of one or two adventurous retailers, who, unwilling to give long credit, and content with a relatively small profit on a large and rapid turnover, have—at any rate in London—taken all the trade in goods of this class from the hands of old-fashioned dealers. The makers, offering to this procedure a feeble and hardly serious opposition, have refused to recognise it in their official price lists. Hence the preservation of fictitious prices, often approximating to nearly double of the actual cash charge. Ordinary dealers, however, will usually charge arbitrary prices for these wares, and for this reason the cyclist will do well to make his purchases at one of the stores, or at one of the large retailing firms. Subjoined are the cash price limits of various articles, within which good wear should be found combined with a reasonable price.

Japanned Lamps, 7s. 6d. to 10s. 6d. Nickelling from 1s. to 2s. more than japanning.
Bells . . . . . 2s. to 3s. 6d.
Brass Pumps, 3s. to 4s. 6d. Nickel-plating from 6d. to 1s. and aluminium about 2s. 6d. more than brass.

Pump-clips	6d. to 1s. a pair
Foot-pumps	7s. 6d. to 10s. 6d.
Tool-bags	1s. 6d. to 4s.
Valises	5s. to 20s.
Carriers for do.	4s. 6d. to 10s. 6d.
Mud-guards, metal (complete)	9s. 6d. to 12s. 6d.
„ „ detachable	4s. to 5s. 6d. a pair
Fitting gear-case, Carter* detachable	30s. to 37s. 6d.
„ „ Celluloid	22s. to 25s.
„ „ Grose leather	15s. to 18s.
Adjustable wrenches	1s. 3d. to 2s. 6d.
Spanners, about	2s. 6d. the set.
Brake set	12s. 6d. to 15s.
Non-slipping band, 2s. 6d. to 6s., according to size. (fixing do. 1s. to 1s. 6d.).	
Repair outfits	4½d. to 9d.
Oil-can	6d. to 1s.
Cyclometer	2s. 6d. to 4s.

(*b*) MAINTENANCE OF THE BICYCLE.—The cost of keeping a good machine in repair should be trifling. This does not, of course, allow for accidents, but, in the ordinary course, an occasional shilling for a broken spoke is the only necessary outlay. Of course, if the rider is hopelessly ignorant of the construction of his machine, and lets the bearings wear loose without taking the trouble to tighten them, the case is altered. But supposing even such a rider be conscious of his ignorance, he can have his machine adjusted by a competent repairer at an annual outlay that can be measured in shillings.

REPAIRERS' CHARGES.—These being assessed according to the time occupied (1s. the hour), and

* This refers to genuine Carter cases. Other makes can be procured at about 5s. less.

the cost of materials used, it is somewhat difficult to give general estimates. A repair that under ordinary conditions takes but little time, may, owing to unforeseen complications, take hours for which the repairer, as often as not, does not venture to charge. The conscientious adjustment of a cyclometer to a narrow pair of forks may take an hour. On the other hand, unscrupulous dealers may often bluff an unwary customer into paying exorbitant sums. The following typical charges may perhaps be of use for purposes of checking :—

Punctures (ordinary) . . . (the higher charge more usual).	6d. to 1s.
Cuts in outer cover . . .	1s. to 2s 6d.
Fitting new cover (back wheel) (more, if with fixed gear-case).	1s.
New spoke, about 1s., and about 6d. for each subsequent spoke, with a reduction on a large quantity (according to rim).	
Re-making wheel with new spokes and rim	10s 6d. to 14s.
Trueing wheel	1s. to 3s 6d.
New front chain wheel . . (according to size).	12s. 6d. (for standard sizes)
New back chain wheel . .	5s.
New crank axle . . .	5s. to 7s. 6d.
Hub axle . . . . (cone adjustive).	2s 6d.—cup adjustive 3s. 6d. to 4s.
Cups for bracket or hub . .	2s 6d. to 3s 6d. each
Cones	1s 6d. to 2s 6d.
Straightening crank . . .	1s. to 2s.
Replacing crank (6½ ins.) .	3s 6d.
New cotter pin . . .	6d. to 1s.
Straightening pedal pin . .	6d. to 1s.
Replacing „ . .	1s. 6d. to 2s.

Re-enamelling (black) frame and front forks . . .	8s. 6d. to 10s. 6d.
Re-enamelling both wheels .	5s. to 7s. 6d.
Plating handle-bars . .	3s 6d. to 5s.
„ *brake fittings* . .	4s. to 5s.
„ *pair cranks* . .	2s 6d. to 3s 6d.
„ „ *pedals* . . .	3s 6d. to 5s.

The charge for thoroughly taking to pieces and cleaning a bicycle should be about 5s., but it is always advisable to tie a repairer down very closely when giving the order. A commission to "overhaul" is generally interpreted with an altogether unnecessary liberality that may have startling results. Needless to say, great economy can be effected by doing small jobs oneself, and the insight thus gained in the construction of machines is of inestimable value in emergencies. Thus, punctures should be repaired by every self-respecting cyclist. With the usual light roadster tyres, one puncture to every thousand miles is a fair allowance, but this is wholly dependent on the character of the roads, and this allowance would have to be more than doubled in flinty country.

The life of a cycle varies, of course, according to the use to which it is put, and the care that is taken of it. Its powers of endurance are enormously prolonged by the use of a gear-case. I have known bicycles to survive 10,000 miles of work and yet remain, without the change of a single part, in good condition. Speaking generally, however, it is as well to be rid of a cycle after its first 6000 miles, or at any rate at the end of the first year if more than that distance has been covered. Breakages are naturally

more frequent during the later stages of the machine's existence. If no gear-case be used, a new chain will probably be required after two or three thousand miles, or even less, unless the rider be content to put up with the loss of power consequent on riding a chain out of pitch. A new chain of the best quality will cost from 12s. 6d. to 17s. 6d.; and when the teeth of the back chain wheel become undercut, a new wheel, costing about 5s. (including fitting), should be inserted. This may, if no gear case be used, be expected after the machine has covered five or six thousand miles. The front chain wheel should, of course, last more than double the time. Pedal rubbers wear out in time, and cost 4d. or 6d. each, but they may first be turned. A pair of good, light roadster tyres, should last about 5000 miles, though I have known tyres last considerably longer On the other hand, flinty roads will destroy the jacket much sooner, and in such countries it is best to ride smooth tyres with a deep Smith's shield solutioned to them. This will cost about 4s. a wheel, but as it will take most of the cuts, and is, in addition, readily replaced, it is a sound investment. The cost of a first-grade jacket is slightly under 30s. Air-tubes of the best quality cost about 8s. 6d., but seldom need replacement.

(*c*) DRESS.—It is a great mistake to buy cheap clothes for cycling. A number of cycling tailors price their best goods at between £2 and £3, but this is too little. These tailors certainly fit good sanitary

woollen linings, and are generally alive to the requirements of cyclists, but the cloth they use, though often light and comfortable, is too flimsy to wear well. Ordinary tailors, especially those holding the official appointment of the C.T.C., are now accustoming themselves to the manufacture of cycling garments. C.T.C. cycling suits work out at a little over £3, but I question whether a really well-cut suit can be turned out at the price. C.T.C. materials are, however, excellent. I have found it best to obtain the cloth from the factors and entrust the making to my own tailor. There is no reason why a cycling suit should not cost as much as any other. Flannel makes ideal cycling garments, but its short life makes it terribly expensive. It is an admirable and economic plan, when ordering an ordinary lounge suit, to have it made with sanitary lining, so that the trousers may ultimately be abbreviated for cycling purposes. It must, however, be admitted that such improvised knickerbockers, though comfortable enough, seldom set well. The cost of scouring a complete suit at a dry cleaner's is usually 4s. 6d. Flannel underclothing should not be bought cheaply. Shirts, intended to last, should cost at least 8s. 6d., and more may with advantage be given. Good, plain stockings may be obtained for as little as 3s. 6d., but if ornate tops are desired, at least 7s. 6d. should be expended. In cheaper lines, the tops generally tear away after a little wear. I should give 10s. 6d. as the downward limit for cycling shoes, and at this price it is possible to buy a fair article, the low figure being probably

accounted for by the fact that there is little work in a low-cut cycling shoe.

Ladies' Cycling Dress.—As their exertions are not commensurable with those of male cyclists, ladies do not need so much attire specially devoted to the purpose, and hats, blouses and even jackets may be used indifferently for cycling or ordinary wear. The skirt, however, requires to be specially cut, and it is generally thought desirable, in view of the wear and tear of riding, to consecrate a special pair of gloves and shoes. The charge for the C.T.C. uniform is about £3, 5s. 6d., and the cost of a tailor-made dress, consisting of jacket or bodice and skirt, lined with wool, may be set down at a little over £3. Less can hardly be given with safety. Knickerbockers, for use under the skirt, may cost from 8s. 6d. to £1, 1s., but many lady cyclists prefer making these themselves.

(*d*) CARRIAGE BY RAIL.—The ordinary rate for the conveyance of bicycles accompanied by the owner, at owner's risk, is as follows :—

Up to 12 miles	6d.
„ 25 „	9d.
„ 50 „	1s.
„ 75 „	1s. 6d.
„ 100 „	2s.
For each additional 50 miles	6d.
At Company's risk charges.	25 per cent. in excess of above
Tandem bicycles	50 per cent. higher
Tricycles	100 per cent. higher
Machines unaccompanied by the passenger (at owner's risk)	50 per cent. higher

Machines unaccompanied by the passenger (at Company's risk) . 33 per cent. higher than the last

Cloak-Room Charges.—For *bicycles*, 4d. for the first two days. Each additional day, 2d. (Sunday is a *dies non.*)

Tricycles	50 per cent. more
Tandems	100 per cent. more

(*e*) TOURING.—(1) *At Home.*—Touring on a cycle is as elastic in its cost as touring afoot. Some men find their enjoyment on 5s. a day, others must have their nightly bottle of champagne. The average tourist, however, will find the just mean to lie somewhere in the neighbourhood of the old C.T.C. "Headquarters" tariff. By this system all hotels under contract with the club were graded as either "Headquarters," or "Quarters," and practically no deviation from the authorised tariffs of the two classes was permitted. The "Headquarters" was, typically, the best hotel in a country town—such houses, for instance, as the "Bear" at Wantage, the "Queen's" at Newbury, and the like. In large towns the hotels were good, but not usually the best. Under the "Headquarters" tariff, bed, breakfast, and attendance amounted to 4s. 9d.; dinner, with attendance, was 2s 9d.; lunch, 2s. This gave an irreducible minimum of 9s. 6d. a day. Under the "Quarters" tariff the irreducible minimum was about 7s. The system now in use, however, obtains from the hotels under contract a discount of from 1½d. to 3d. in the shilling off the usual tariff of the house, the latter being carefully ascertained of the local consul of the club, and printed in full in the club handbook. The cyclist, moreover, need not declare

his membership till he pays his reckoning. It should be added that liquid refreshment, other than tea, coffee, and cocoa, is not subject to this rebate. This arrangement has made possible the inclusion of hotels of the highest grade. Under the present system, the cyclist who so arranges his tour as not to stop at large towns, or crowded watering-places, may tour at about the old "Headquarters" rate, or occasionally at a lower tariff. It is, however, quite possible, given the requisite experience, to tour at considerably less cost. There are many comfortable village inns at which it is possible to get bed and breakfast for as little as 2s 6d., but the diagnosis of such hostelries needs an old hand. Economies may, of course, be practised in every department of the commissariat, but, unless the rider is assured that such a course is sufficient to keep up his strength, the scones and ginger-beer type of luncheon is more honoured in the breach.

(2) *On the Continent.*—The ordinary charges of French country hotels are, probably 20 per cent. below those of corresponding English houses; those of German hotels perhaps 25 per cent. lower. Needless to observe, the excessive pecuniosity of the wandering Briton is exploited on the Continent just as are his other little peculiarities, but natural aptitude or experience enables the touring cyclist, who has the sense to avoid tourist hotels, to avail himself of the lower tariffs obtainable. The adaptation of self to the national meal-times and other customs will go a long way. Thus, in France, morning coffee costs from 50

to 70 centimes, rarely a franc; *déjeuner* may be put at 2.50; dinner, about 3f., and bed and attendance, 2f. to 2.50. These meals include wine, beer, or cider, according to the district. Very precise information on this head may be obtained from the foreign handbook of the C.T.C., in which the tariffs of some thousands of hotels are fully set forth. It may, in this connection, be as well to mention that the C.T.C. ticket passes the owner's machine free into Denmark, France, Germany, Holland, Norway, and Portugal. Belgium, Italy, and Switzerland impose rather vexatious formalities, with the result that, unless the cyclist gets a certificate of re-exportation on leaving the country, the C.T.C., which provides him with passports for free entry, has to pay the full duty. This it afterwards exacts from the defaulting member. In Austria-Hungary, Russia, Spain, and Sweden, a deposit of from £2 to £3 is required, which is returned on leaving the country.

(*f*) ASSOCIATIONS AND CLUBS.—Among the larger associations, mention may be made of the C.T.C., 47 Victoria Street, S.W. *Secretary*, E. R. Shipton—subscription, 5s., entrance, 1s. This covers Gazette and Handbook. N.C.U.—Affiliation fee for clubs, 10s. 6d. up to 25 members; for portions of further 25's, 10s. 6d. Anything above the first 10s. 6d. is optional, and merely gives additional voting power. *Secretary*, S. R. Noble, Lonsdale Chambers, Chancery Lane, W.C. Private members 3s. 6d.; no entrance fee. A.C.A.—Subscription. 5s. (no entrance fee).

Secretary, H. Graves, 10 Bishop's Mansion, Bishop's Park Road, S.W. The annual subscription to the better known first-class clubs which are not attached to a track is £1, 1s., usually with a like sum for entrance fee. This applies, for instance, to the London B.C., and in such cases the subscription covers the club Gazette. The same applies to non-racing members of racing "ground" clubs. Less ambitious clubs, especially purely local organisations, have a subscription of from 5s. to 10s. 6d. The subscription to a "ground club," inclusive of use of track, is usually £2, 2s.

(*g*) RACING AND TRACKS.—Cycle racing is not a cheap sport. The days are past in which a man could, with some prospect of success, compete on a road-racing machine. A modern path-racer can, of course, be used on the road without serious risk, but the tyres are soon cut to pieces, and the necessary patching slows them considerably. The dust and mud, too, soon tell on the chain, and chain wheels. In fact, a path-racer which has seen much use on the road is seldom of much account for its original purpose. Path-racers by the best makers can generally be got for about £20, but the foregoing remarks on the cost of machines in general apply equally to these. A large number of men get their machines for nothing, but we need hardly consider that aspect of the question in this place. Mention of the fact must suffice. Accidents apart, a machine and one pair of tyres should keep in good condition for a

season. Few men keep a machine longer, though to this there are exceptions. A last year's bicycle is in any case useful to keep in reserve in case of accident. It is this question of accidents that makes cycle racing so expensive a sport, for a rider is lucky who pulls through a season with his machine uninjured.

Cost of Training.—Membership of the large racing clubs, as the Catford or Middlesex County, covers the privilege of using the club track and dressing-rooms, and the subscription is £2, 2s., that to the Sheen House Club, which has become the centre of real amateur racing, being £5, 5s. Gratuities to trainers and the like, if, as is advisable, their services are used, may be set at 2s. 6d. a week. The average amateur is content with the services of the club trainers.

Entry Fees.—These are usually 2s. 6d. for each event. Railway fares to race meetings and hotel bills during the meeting may, of course, add up indefinitely, but very fair sport can be had by the Londoner in the immediate neighbourhood. The annual racing expenses of a rider content to confine his efforts to meetings in the home counties may thus be summed up:—

Machine	£20	0	0
Repairs	4	0	0
License	0	2	6
Club and Track	2	2	0
Entry Fees	2	0	0
Carry forward,	£28	4	6

Brought forward,	£28	4	6
Railway Fares	3	0	0
Gratuities	2	0	0
Food	2	0	0
Outfit (annually)	1	0	0
Various	1	0	0
	£37	4	6

[In subsequent years the cost of exchanging the machine should be from £8 to £10; a second-hand path-racer is not readily saleable.]

Tracks.—The cost of constructing a modern banked cycle track depends so largely on the individual engineering difficulties in each case, that it is useless to attempt to fix any general estimate. The first step is always to consult a regular track designer. The fees payable in such a case would amount to about 10 guineas for a report on the suitability of the site, and the general cost of the undertaking. A similar report, together with all necessary detail in the way of plans, working drawings, levels, specifications, bills of quantities, etc., should cost from £50 to £70, while the fees for personal superintendence of the work would come to about 5 per cent. of the total cost. (It is not expedient to consult an ordinary surveyor, or architect, as his ideas on the subject of cycle track requirements are apt to be vague). The total cost of a 3-lap track, fully banked, should be about £3,300, that is assuming the difficulties to be overcome are about normal. Similarly, a 3½-lap track should cost from £2,700 to £3,000, and a 4-lap track £2,000 to £2,250. These figures apply to a medium-width running track inside the

cycle path, but would only cover the expense up to and including the track fence, as well as the drainage and completion of the included area. The cost of pavilions and stands depends wholly on what is required, and comes within the ordinary builder's estimate. If no running track is required, from £250 to £300 may be struck off the foregoing totals. A "dirt" track, with surface of limestone chippings, would come to about £550 less. A banked grass track should similarly cost from £800 to £1000 for a 4-lap track, and proportionately for smaller ones. The expenses of maintenance of a *well-laid* cement track should be practically nothing. Considerable damage may be caused by water percolating and freezing beneath the cement, or by the bank slipping or sinking, but it is impossible to allow for bad construction. A good ground-man may be had at about £1 a week to keep the track swept and look after the pavilion. He manages to augment his income by tips.

For the purposes of an ordinary country grass meeting, a fair unbanked track may be laid out round a cricket field, the course being marked out with pegs, ropes and flags, and the total cost being anything from £5 upwards. A marquee for dressing can be hired from £2, 2s.

(For these facts and figures in connection with tracks, I am indebted to Mr Harry J. Swindley, who is responsible for the tracks at Catford, Wood Green, and Canning Town.

In *general* it will thus be seen that cycle racing is a

most expensive sport, and this may the better be realised by comparing its cost with that of other competitive sports. For this reason, the so-called "amateurism" of a number of cycle racers is of so doubtful a character, and the sport makes little progress at the universities, where the rich man despises it in favour of the horse, while the poor man, finding that a few sovereigns a year make him free of the river and cricket field, cannot afford it.

Cycle Polo.—The expense of this game, excepting in the matter of repair, is not heavy. £5 or so will purchase an ancient machine all-sufficient for the purpose, for the polo bicycle is treated something like the horse in the bull fight. Sticks cost about 5s. Any football ground with good turf is suitable to the game.

H. GRAVES.

FALCONRY

THE olden-time establishments, with numerous falconers and multitudes of hawks, must have necessitated a large outlay. No expense indeed seems to have been spared, as in the case of Sir Thomas Monson, Master Falconer to King James I., who desired to obtain the flight at the kite "in all exquisiteness, and to that end was at £1,000 charge for falcons for that flight. In all that charge he never had but one cast would perform it, and those had killed nine kites, and never missed one." An outlay of £1,000 on one single branch of falconry would argue very heavy expenditure on the sport as a whole, but there are no figures to acquaint us with the actual amounts.

Between 1839 and 1852, to come to more modern times, there was the princely establishment of the Loo Hawking Club, maintained jointly by the King of Holland and the English Club. There were two head and four under falconers; forty-four hawks, most of them Peregrines; some half-dozen horses, and sundry attendants. Calculated approximately at present-day prices, the annual up-keep of such an

establishment must have run to between £800 and £1,000, and this estimate allows nothing for the purchase of horses, or, for that matter, for the purchase of hawks, the latter being doubtless caught in the Royal Domain by the falconers employed by the King. Perhaps, when we come to consider that the establishment was calculated on the basis of showing sport each day the hawks went out to 150 or 200 spectators, the expense was not, after all, excessive.

THE PRIVATE ESTABLISHMENT. — A modern establishment conducted on moderate lines, and capable of showing sport of every kind according to season, would require a head falconer, responsible for everything, and asking wages of £65 to £80 a year. For nearly half the year he will require an assistant, whose wages may be set down at £24. There must be maintained a stud of at least eight trained hawks, passage hawks at one season of the year, eyesses at another. To secure these, it may be allowed that fully three times that number will have to pass through the falconer's hands, half of which must be rejected as not up to the mark, while losses and casualties will account for the rest. The prime cost of these birds cannot be less than £50, and the butcher's bill for their keep will be some £60, for, it must be remembered, many a useless hawk will have cost a good deal before its defects are discovered.

Another item of expense is that of travelling from

one part of the country to another, in order to fly at grouse, rooks, or partridges. Even supposing the owner of the establishment himself to be a falconer, doing all the necessary riding to his hawks, there must still be some sort of conveyance, costing probably £50 annually, to get the hawks and men over the ground, and £25 is not too much to allow for travelling expenses. If the owner be no more than a spectator, he would have to mount both his head falconer and under falconer, thus adding quite £120 to his expenses. Another £65 may be put down for those endless sundries and extras, such as a suit of livery or clothes for each man, the cost of pigeons for training, etc., and so we have, to sum up, an annual cost of some £350 for an establishment of eight falcons for the rook or heron, eight falcons or tiercels for game, and an odd goshawk or two thrown in. In many years, £300 would probably cover expenses.

ON A SMALLER SCALE.—Hawking can, however, be carried on at very much smaller cost than this. A man who understands the management of hawks, and who is the fortunate possessor of a manor suitable for the sport, will find his expenses limited to the keep of the hawks and the wages of a man to act under him, who may develop in time into a very fair falconer. Such a sportsman would content himself with three or four hawks, their keep costing not more than £15 a year; even less, if his property supplies plenty of rabbits, wood-pigeons

and other birds, which is likely enough to be the case.

Failing these home supplies, the butcher's bill may be reckoned on the basis of allowing each hawk rather more than ¼ lb. of beef a day, or about 2 lbs. a week. This, allowing nothing for waste, brings the feeding of each hawk to approximately 1s 6d. a week. and the waste ought to be well balanced by such meals as the hawk gets from the quarry she has killed, or from birds specially shot for her. The annual total of the "wages bill" in such an establishment as this will not exceed £70, even if the whole be charged against the sport, without regard to other odd work done about the place in addition to falconer's duties. Thus, the cost of hawking, sundries and all, on this modest scale, need not exceed £100 a year.

On a yet smaller scale, the owner may be his own falconer, training, working, and feeding his own two or three hawks, and teaching an under gardener or keeper's boy enough of falconry to enable him to look after the birds in his master's absence. Wood-pigeons and other rough food will often be forthcoming on the ground where the hawks can be flown, and the expenses will be reduced to the prime cost of the hawks. If these are eyesses, a five-pound note will cover the whole initial outlay, and even if butcher's meat has to be resorted to for, say, half the year, £6 will maintain a modest stud of three hawks. With such an establishment, and with ground to fly his birds on, a man may have the best of sport every

fine afternoon during the season; and if his stud should include a goshawk, she will catch game for her owner to the value of twice his modest expenses. In fact, a man with sufficient knowledge of falconry to train his own hawks, and with facilities for flying them, can show an extraordinary amount of sport for next to nothing at all.

COST OF HAWKS.—Eyess hawks, if "well taken," *i.e.* taken not too young, are worth about £1 each; if taken too young, they are dear at a shilling. Allowing for an outside price for carriage, and for the keep of the bird during its first four weeks of maintenance — otherwise, "at hack," during which period it must be fed twice a day—the young eyess will come to hand, hacked and ready for training, for about £2, 10s. to £3, 10s. Passage hawks, which have to be imported from Holland, come more expensive, and unless the falconer can find some one who is bringing others across the North Sea, he may have to incur the expense of fetching his hawks himself. Under no circumstances could the purchaser of a valuable hawk of this kind be recommended to run the risk of having the bird ruined by being sent in a hamper, and no hawk could travel alone on a box cadge. The Dutch falconers charge £3, 10s. for catching a falcon, and, with the expenses of partial training and carriage (not, of course, allowing for the special journey), the newly-caught bird will cost her possessor about £5. For this, however, she will arrive partially tamed, ("out of the rufter hood,"

as it is termed), and ready to feed, hooded on the fist, and to be taken in hand by any experienced amateur.

CONCLUDING NOTES.—To sum up the foregoing results, a hawk ready for training may cost from £2 to £5; a trained one anything from £4 to £15, according to its performances. Hawks of the highest class are practically never sold at all, and many first-class hawks would be valued by their owners at from £50 to £100. This sum may seem a long price for a hawk of even this class, but, calculated on the amount of pleasure derived from it, the sum is not proportionately in excess of what is given for a first-class sporting dog, hunter, or polo pony. Yet there are perhaps few men nowadays who would be disposed to pay such a price for any creature so perishable or so easily lost as a falcon, and the better course is to procure untrained hawks and train them oneself. It may, it is true, be necessary to obtain nine or ten before acquiring one of the highest class, but some such risk assuredly attaches to all forms of sport, and lends them, indeed, not a little of their glamour. Fed on butcher's meat, each hawk, good or bad, will cost about £4 a year to keep, but this expense is eliminated by feeding the bird on the produce of the gun. Added to this, there are only the wages, if men are specially employed as falconers. Travelling expenses only arise when sport is sought away from home, and a small margin must be allowed for tackle and like sundries. The rent of a moor or manor to

fly the birds, or of a stable or outbuilding to house them, may, like the keep of the dogs used with them when in pursuit of game, be disregarded, as it is assumed, not unreasonably, that falconry is, under such circumstances, carried on conjointly with shooting, or some other such sport. Of course, if a country house, with land, be rented solely for purposes of hawking, the cost of the sport is, for the purposes of the present article, practically without limit. In the foregoing estimates, no account was taken of the necessary stable or outhouse in which to keep the birds, for, in fact, any such building will, so long as it be free from draughts, serve the purpose, and can be fitted up as a mews at a cost of a few shillings, which are spent in rigging up a light, rough larch pole across the building, having a loose screen of canvas depending from its underside. Any windows should be fitted with a movable shutter, so that the mews may, when necessary, be rendered perfectly dark. Should there be any suspicion of damp, it is a good plan to fix a small, slow combustion stove in one corner, costing about 30s. Altogether, an outlay of £3 (including the stove) should suffice to convert any building of suitable size into a mews good enough for a royal establishment.

It will thus be seen that falconry is by no means necessarily a costly sport; indeed it is on the amateur's stock of patience and perseverance that it draws far more heavily than on his banking account. In this it only resembles those other sports, success in which depends very largely on weather, ground and a

hundred other conditions quite beyond the sportsman's control and quite apart from all his experience and skill.

SUMMARY OF FOREGOING EXPENSES.

Cost of Eyesses	£1 each
„ Dutch Passage, Hawks (trained, carriage, etc.)	£5
„ Keep (butcher's meat) .	£4 a year each
Wages of Head Falconer (for large Establishment) . .	£65 to £80 a year
„ Assistant Do. (for half year)	£24
Conveyance in the field . . .	£50
Cost of converting Outhouse into a Mews (including Stove) .	£3
Travelling expenses . . .	£25

GERALD LASCELLES.

ICE SPORTS

IN order of expenditure entailed, beginning at the least expensive, the sports enumerated in this article are *Skating*, *Bandy*, *Skelöbning*, *Tobogganing*, and *Ice-Yachting*.

SKATING costs, theoretically at least, nothing beyond the purchase of a pair of skates. Incidentally, a number of other expenses, such as the membership of a skating club, or the cost of keeping one's own ice in order, have to be taken into account. First, however, as to the skates. Before even the skates are considered, it is necessary to have a pair of the strongest and most comfortable boots, having sound, thick soles to which the skates can be firmly screwed. Straps, clamps, levers, and similar mechanical devices are better discarded, and, as a matter of saving and comfort combined, it is better to have a pair for skating only. Skates, of the "Mount Charles" pattern, consist of any design of blade attached to two plain metal plates, which are fixed in the toe and heel of the boot by means of screws passing through four holes in each plate. The heel-plates measure

1¾ in. in diameter for a man, and 1½ for a woman; toe-plates are 4 × 2¾ and 3 × 2 in. respectively. Made in aluminium, they are as strong and solid, and only a fraction of the weight. The screws must be "blued" and round-headed. Bolts with hexagonal nuts are employed to keep the blades absolutely firm, without rattling, in their plates. The best blades for England are, according to Mr Monier Williams, author of the latest book on the subject, ground to a radius of 7 ft., with a uniform width, from end to end of their face, of $\frac{3}{16}$ths of an in., and with straight sides ground to an angle of 95° with the face. For those, however, who are also fond of racing, the pattern recommended by Mr W. F. Adams may be more suitable. These have a blade ground to a curve of 6-ft. radius, with convex sides. The widest portion of the face of the blade is about 4 in. from the heel, and measures ¼ in., tapering slightly to ⅛ in. at toe and heel. Measured from that part which lies under the ball of the foot, the skate should be from 1½ to 1¾ in. high.

Coming to the matter of cost, great reductions have of late years been made. It was once impossible to buy these "Mount Charles" patterns, nickelled, for less than £2, whereas they may now be had for less than half. In any case, however, it is good economy to purchase the best.

The expense of keeping a pond in skating order is not easily estimated, as so much depends on the cost of labour in the particular district. An ice-scow of galvanised iron, 4 ft. 6 in. × 2 ft., bolted to two

wooden handles and slightly curved; a heavy iron ice-scraper, with steel cutting edge, mounted on a bent handle, and used in planing the ice-level after a long frost; shovels and snow-boxes (4 ft. long × 2 ft. 6 in. broad) mounted on runners—all these articles should be procurable for something under a sovereign. The cost of clearing away snow is often a heavier matter, and the secretary of the Wimbledon Lake Skating Club has reckoned that a really heavy fall costs the club not far short of a sovereign a minute while it lasts.

The last item in the skater's bill is the cost of admission to artificial rinks, such as "Prince's" or "Niagara," or, as an alternative, travelling expenses to the nearest natural ice, not to mention, for those who go up to the Engadine for four months of the best skating in the world at St Moritz, generous hotel charges.

BANDY only requires in addition to the skates, a bandy-stick, an inexpensive weapon that costs no more than 5s., even with a handle like that of a cricket bat.

SKELÖBNING involves a pair of the Norwegian snow-shoes, which, at St Moritz, we used to spell "skis" and pronounce "sheese." The sport comes hard on the ankles, and particularly on the shin muscles, but is otherwise popular. The snow-shoes and the necessary long pole can be purchased for 30s.

TOBOGGANING, which is scarcely understood in England, beyond the riding of a borrowed five-barred gate down a hill, is witnessed in its higher flights in the Engadine. In the first place, to enjoy it to perfection, visitors gladly pay the 30 francs, or so, admission to the use of the Club's Cresta Toboggan Run, on which a batch of workmen may, for a couple of months, be seen at work under the direction of an unpaid engineer. Next comes the item of dress, and, as in skating, a pair of boots must be reserved specially for this amusement, as a set of iron-plated spikes is firmly screwed to the toe of each. Gaiters, to keep out the snow; long, woollen gloves to the elbow; and a light, tight-fitting cap may, between them, run the extra expenditure up to £2, but no more should be required. The most costly item is, of course, the toboggan, on which I have entered at some length elsewhere, in the *Isthmian Library*, and in a monograph on the Cresta Run. As to its cost, Christopher Matthis, the blacksmith of St Moritz, should certainly make a steel skeleton toboggan of the best pattern, with leather cushion and velvet head, for £4. He uses for the purpose bars of English steel, welded with flat bits of German steel, after the pattern designed by Captain Bulpett. It is generally advisable to watch that he gets both runners exactly alike, and the counterboard behind comfortable for your knees. The larger pattern, designed for snow-road-racing by the Hon. Harry Gibson, costs about £6; and the Canadian toboggan, for use on the high artificial chutes of Canada, or over snow

across country without runs, would cost, according to the number it is constructed to carry, from £1 to £4.

ICE-YACHTING.—The most costly ice-sport is unquestionably ice-yachting. The best model I ever sailed was in the form of a triangle of heavy timber, with two skates fixed in wooden boots at the two forward angles, while a third movable skate acted as rudder behind. She was rigged with a big lugsail, and she moved as fast as any one desired, and could, moreover, turn in her own length by spilling all the occupants, or in some six lengths by sailing up into the wind. She cost a good deal, for £30 had not covered the expense when we first took her on the ice. Americans who amuse themselves in the quiet way of racing express trains up and down the Hudson spend far more on the sport, and, indeed, the cheaper forms are hardly safe or worth while, unless the sport be reduced to first principles by merely sailing on skates, holding in the hand the sail spread on bamboos.

This, more or less, exhausts the list of ice-sports, with the exception of Scotland's game, which has been treated separately, for SLEDGING lies more within the province of an obliging livery-stable keeper. I recollect that Mr Franklin, at Oxford, used to put runners on his dog-carts and charge us double prices whenever the snow lay for four-and-twenty hours on the high ground at Headington. A first-rate Russian sleigh cannot, however, be bought for much under

£50; but I have, on the other hand, driven in a Brobdingnagian biscuit-box, poised on lengths of telegraph-pole, which cannot, though memory shirks the details, have entailed an expenditure of more than a few shillings on the labour of construction.

THEODORE ANDREA COOK.

MOUNTAIN-CLIMBING IN THE ALPS

WHEN a person who has been climbing in the Alps, or elsewhere, for the sake of sport, examines the expenses he has incurred, he finds on analysis that they can be grouped under the four following heads;—1. Clothing and Appliances; 2. Provisions; 3. Transport; and 4. Guides. Under the first head the total will most likely be light, but under the three latter it may be heavy, in the Alps. We are not concerned in this volume with the *Mountain-Traveller* (who may require a multitude of specialities), but solely with those persons who take to mountains for the sake of climbing them in sport—for that and nothing else.

1. In *Clothing and Appliances*, the Alpinist requires little that calls for special outlay. Certain garments and articles of dress are better suited than others for mountain-climbing, but scarcely any of them, with the exception of *Boots* and *Gaiters*, need be the cause of extra expenditure. Good boots are essential for the comfort and safety of the mountaineer. Breadth

and thickness in the soles are indispensable. They cannot by any stretch of the imagination be termed things of beauty. Good mountain-boots are hardly to be got for less than £2 per pair, and they frequently cost more.

Gaiters.—The older forms of Gaiters which were used by mountaineers, are being superseded by the Himalayan *Puttee*, which is both inexpensive and practical, warm and comfortable to wear, lasts well, and is easily dried. Puttees are strips of woollen material, about 5 in. wide, and 9 ft. long, with a bit of tape about 6 ft. long attached to one end. They are now manufactured and sold in our own country at 6s. per pair, or, if with spats, at 10s. 6d. per pair.

The *Appliances* which are indispensable for the Alpinist, are few in number. The *rope* that is most recommended is the Alpine Club rope, made of the best Manilla hemp, manufactured expressly for the use of mountaineers. It is kept in two sizes—one is $\frac{1}{2}$ in. in diameter, weighing 20 ft. to the pound, and costing $1\frac{1}{2}$d. per foot; and the other is $\frac{5}{16}$ in. in diameter, weighing 40 ft. to the pound, and costing $\frac{3}{4}$d. per foot. This rope should be bought direct from the original makers. There are several fraudulent and very inferior imitations abroad. It is always well to have an ample supply of rope. The quantity will be dictated by circumstances.

Ice-axes are now manufactured in England, and are sold at various places at 25s. apiece and upwards. There are several excellent makers of ice-axes at

Chamonix and other places in the Alps, who charge about 12s. apiece.

Beyond rope and ice-axe, there is little in the way of appliances, calling for special expenditure on the part of the Alpinist. *Tinted spectacles* may be considered *necessaries*, and it is advisable to carry a couple of pairs. The cost need not exceed eighteenpence apiece. A few *four-pointed nails* (6d. per doz.), and *spikes*, (1s. 3d. per doz.), with a *key* for screwing them into the boots (2s. 6d.), are convenient and desirable.

2. *Provisions.*—It is impossible to state with any precision what will be the Alpinist's special or additional expenditure for provisions, as individual tastes make all the difference in the bill. Some persons are content with bread and cheese, while others lean upon *pâté de foie gras* and plum-pudding, or depend on jam. Taking one case with another all round, *something* must be set down for extra expenditure; and if we adopt 10 francs per head per day, we allow no margin for luxuries.

At various of the highest Alpine inns also, which may almost necessarily have to be visited in connection with particular excursions, prices are well up to, and sometimes are more than in proportion to the altitude. At the Grands Mulets (the half-way house up Mont Blanc), a little over 10,000 ft. above the sea, a bachelor living with frugality can hardly keep body and soul together for less than 30 francs a day; and he may think himself fortunate if his bill for a day does not amount to 40 francs.

3. *Transport.*—Indulgence in luxuries will affect the bill for transport. Forty years ago it was easy, in most parts of the Alps, to hire porters for ordinary work at 5 to 6 francs per day. This rate probably yielded them double what they could gain by their usual avocations, and was sufficient inducement. The price of porterage has risen. Round about most of the Alpine centres there are generally fixed and established prices for porters. Each peak and each pass has got its own particular *tarif* price; and even for a short day's work of the simplest description, involving no risk, the *tarif* price for a porter is seldom less than 10 francs. For a large number of ascents the price of a porter is fixed at 30, 40, and 50 francs (or £2 per day), and in certain cases it is more. These are probably the highest rates of pay for unskilled labour that are quoted in this volume.* As a general rule, the price for a porter upon any individual excursion is fixed in *tarifs* at three-fifths to two-thirds the price of a guide.

4. *Guides.*—A generation ago, it was very generally

* The Swiss Alpine Club has endeavoured to bring about some modifications in the rates for porterage. In *Alpina* (the Official organ of the Club) for 1st December 1898, there are the following remarks:—"Malheureusement toutes nos démarches pour obtenir des réductions au tarif bernois" [*i.e.* the *tarif* for the Bernese Oberland], "ont échoué. Nos prétensions étaient cependant modestes; nous demandions plutôt une unification des tarifs pour une même sommité qu' une réduction du prix des hautes ascensions, une réduction de prix pour les passages dont le coût nous paraît trop élevé, *et une réduction du tarif des porteurs.*"

the habit in the Alps for a guide to hire himself out for some small daily wage,* such as 8 francs, and to go anywhere his employer might like for that sum; always expecting, however, and it being well understood, that there would be a substantial addition to the wage for a hard day's work. Prices on the whole have risen. During "the season," for any single excursion, guides expect the full *tarif* price, and the *tarif* price for a single guide for a single occasion may be anything between 10 and 150 francs.

Few guides are averse to entering into an engagement for a month, or for the season, at some fixed daily rate, to be paid equally for days of work or days of rest; and in such cases the full *tarif* price will not be expected for Peaks which may be ascended, or Passes traversed. Twenty francs per day is generally sufficient inducement, for even the

* Ball's *Guide to the Western Alps*, published in 1863, says: "The ordinary pay of a guide for an ordinary day's work is 6 francs, and the same daily rate is considered fair for a tour of some length, when days of rest alternate with days of severer exertion, save that, as a general rule, a traveller who parts with a guide after several days or weeks of companionship, and who is content with his service, adds a gratuity proportioned to the work done. It must be recollected that the pay of a guide engaged specially for the ascent of any of the higher peaks or more difficult glacier passes, is fixed either by local tariff or by special agreement, at a rate considerably exceeding the ordinary pay; and if several such expeditions be made during a tour of some weeks, it is but just to increase the gratuity given to the guide, although no absolute right may exist on his part."

best guides,* provided it is distinctly understood that a substantial *bonnemain* will be added for each considerable excursion that may be made. An arrangement of this nature has advantages for each side. On the part of the Alpinist the average cost per excursion becomes less onerous if he is fortunate in his weather.

The estimates which follow will show how expenses may be calculated. The first two are for ascents of the two highest mountains in the Alps, the guides being engaged only for a single occasion; and the third is for a person engaging two guides for a month, with the intention of doing as much as possible during that time.

ESTIMATE FOR AN ASCENT OF MONT BLANC BY THE ORDINARY ROUTE, MADE BY ONE PERSON WITH TWO GUIDES.

Two Guides at 100 francs each . . .	£8	0	0
A night at the Grands Mulets . . .	1	16	0
Provisions taken from Chamonix and from the Grands Mulets	1	4	0
10 per cent. extra for etceteras, including *bonnemain* of 5 francs to each guide, if they give satisfaction	1	2	0
	£12	2	0

* In the Eastern Alps, rates are lower than elsewhere, and 15 francs a day (with the addition of *bonnemains*) will probably satisfy the best men. In the Central and Western Alps, 15 francs a day (with *bonnemains*) is enough for the lower grade guides.

ESTIMATE FOR AN ASCENT OF MONTE ROSA BY THE ORDINARY ROUTE, MADE BY ONE PERSON WITH TWO GUIDES.

	£	s	d
Two Guides at 50 francs each	4	0	0
A night at the Cabane Bétemps	1	5	0
Provisions taken from the Riffelalp and from the Cabane Bétemps	1	4	0
10 per cent. extra for etceteras, including *bonnemain* of 5 francs to each guide, if they give satisfaction	0	13	0
	£7	2	0

Provided no luxuries are indulged in, the above estimates will closely accord with the actual cost. No allowance is made in them for porterage, as it is assumed that provisions, etc., are cut down to the lowest possible point.

ESTIMATE PER MONTH FOR AN ALPINIST CONSTANTLY EMPLOYING TWO GUIDES.

	£	s	d
Two Guides for 31 days at 20 francs each per day	49	12	0
Bonnemains to Guides, 7 considerable excursions at 20 francs each guide, per excursion	11	4	0
Bonnemains to Guides, 8 smaller excursions at 10 francs each guide, per excursion	6	8	0
Provisions for 3 men, 15 days each, at 10 francs per head, per day	18	0	0
10 per cent. extra for the unforeseen	8	10	6
	£93	14	6

If two persons employ two guides, the additional expense will only be the extra cost of provision for one man for 15 days; which will make the bill, in round numbers, amount to £50 per person, for a month.

EDWARD WHYMPER.

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